COMPANY SURGEONS

*Dr. Roscoe C. Webb, Chief Surgeon	Minneapolis, Minn.
*Dr. Ernest R. Anderson, Asst. Chf. Surg.	Minneapolis, Minn.
*Dr. F. J. Savage	St. Paul, Minn.
Dr. G. D. Brand	St. Paul, Minn.
Dr. W. D. Brodie	St. Paul, Minn.
*Dr. Victor E. Ekblad	Superior, Wis.
*Dr. Milton Finn	Superior, Wis.
Dr. Fred Johnson	Superior, Wis.
Dr. E. G. Stack	Superior, Wis.
Dr. Raymond J. Spurzem	Anoka, Minn.
Dr. Leroy J. Larson	Bagley, Minn.
*Dr. Einar W. Johnson	Bemidji, Minn.
Dr. T. P. Groschupf	Bemidji, Minn.
Dr. Wm. T. Nygren	Braham, Minn.
Dr. W. W. Will	Bertha, Minn.
Dr. L. H. Hedenstrom	Cambridge, Minn.
Dr. John D. VanValkenburg	Floodwood, Minn.
Dr. R. F. Raiter	Cloquet, Minn.
Dr. Gordon C. MacRae	Duluth, Minn.
*Dr. C. H. Coombs	Cass Lake, Minn.
Dr. A. L. Koskela	Deer River, Minn.
Dr. E. P. Zorn	Erskine, Minn.
Dr. Chas. S. Donaldson	Foley, Minn.
*Dr. G. M. Erskine	Grand Rapids, Minn.
Dr. J. L. McLeod	Grand Rapids, Minn.
Dr. C. E. Sisler	Grand Rapids, Minn.
*Dr. B. S. Adams	Hibbing, Minn.
Dr. Clarence Jacobson	Hibbing, Minn.
Dr. E. L. Stephan	Hinckley, Minn.
Dr. R. L. Christie	Long Prairie, Minn.
Dr. C. J. Henry	Milaca, Minn.
Dr. J. E. Henry	Milaca, Minn.
Dr. C. S. Bossert	Mora, Minn.
Dr. H. P. Dredge	Sandstone, Minn.
*Dr. H. W. Goehrs	St. Cloud, Minn.
Dr. G. H. Goehrs	St. Cloud, Minn.
Dr. J. F. DuBois	Sauk Center, Minn.
Dr. C. B. Lenont	Virginia, Minn.
Dr. H. B. Ewens	Virginia, Minn.
*Dr. T. C. Davis	Wadena, Minn.
Dr. O. F. Ringle	Walker, Minn.

*Designates also Examining Surgeon.

OPHTHALMIC SURGEONS

(Eye Doctors)

Dr. Frank E. Burch	St. Paul, Minn.
Dr. Edward P. Burch	St. Paul, Minn.
Dr. C. N. Spratt	Minneapolis, Minn.
Dr. John E. Power	Duluth, Minn.
Dr. T. J. Doyle	Superior, Wis.
Dr. Roger T. Thompson	Superior, Wis.
Dr. W. T. Wenner	St. Cloud, Minn.

W. J. HAYNES,
Chief Dispatcher.

W. C. JONES,
Chief Dispatcher.

W. H. RUMMEL,
Trainmaster.

JOHN P. SULLIVAN,
Trainmaster.

D. E. FOOTE,
Assistant Trainmaster.

W. ANDREWS,
Assistant Superintendent.

GREAT NORTHERN RAILWAY COMPANY

MESABI DIVISION

TIME TABLE

58

EFFECTIVE 12:01 A. M.

CENTRAL TIME

Sunday, January 1, 1950

C. O. HOOKER, Superintendent.

I. G. POOL, General Manager.

J. B. SMITH, General Superintendent Transportation.

Time Table No. 58.

Effective January 1, 1950

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	SECOND CLASS 413 Daily	SECOND CLASS 421 Daily	SECOND CLASS 411 Daily	SECOND CLASS 407 Daily	FIRST CLASS 35 Daily Ex. Sunday	FIRST CLASS 19 Daily	FIRST CLASS 23 Daily	FIRST CLASS 31 Daily Ex Sunday	Distance from Duluth	STATIONS	Telegraph Calls
J 139	.....	.....	.....	.....	.....	.....	L 9.30Pm	L 4.30Pm	L 8.00Am	.....	.....	DULUTH	DU
.....	.....	.....	.....	.....	.....	.....	A 9.36Pm	A 4.36Pm	A 8.06Am	.....	2 29	2.29 BRIDGE SWITCH	.....
TRAINS BETWEEN ELEVATOR STATION AND DULUTH TERMINAL DEPOT WILL BE GOVERNED BY NORTHERN PACIFIC, DULUTH AND SUPERIOR TERMINALS TIME TABLE.													
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3.16	0.87 ELEVATOR STATION	.....
.....	.....	.....	.....	.....	.....	.....	s 9.45	s 4.45	s 8.15	.....	4.13	0.97 SUPERIOR	BY
J 136	Yard	5217	.....	.....	.....	.....	.....	.....	.....	.....	5.31	Double Track 1.18 25th ST.	.....
J 131	.....	36	.....	.....	.....	.....	.....	.....	.....	.....	8.29	Double Track 2.98 CENTRAL AVE.	.....
FIRST CLASS TRAINS BETWEEN CENTRAL AVE. TOWER AND DULUTH TERMINAL DEPOT WILL BE GOVERNED BY NORTHERN PACIFIC, DULUTH AND SUPERIOR TERMINALS TIME TABLE.													
.....	.....	.....	L 11.30Pm	L 10.50Pm	L 10.30Pm	L 10.15Pm	L 9.55Pm	L 4.53Pm	L 8.23Am	.....	8.60	DOUBLE TRACK 0.31 CENTRAL AVE. TOWER ... N. P. Ry. Crossing	SU
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	9.41	0.81 M. ST. P. & S. S. M. R. R. CROS'G.	.....
J 130	Yard	247	11.35	10.58	10.37	10.22	9.58	4.56	8.26	.....	10.33	0.92 SAUNDERS	B
J 125	.....	.....	A 11.45Pm	A 11.10Pm	10.44	10.29	A 10.03Pm	4.59	8.29	.....	13.21	2.88 BOYLSTON	J
J 121	95	7	.....	.....	10.59	10.44	.....	.....	f 8.36	.....	18.46	5.25 DEDHAM	.....
J 113	127	5	.....	.....	11.13	10.58	.....	5.13	s 8.44	.....	24.63	6.17 FOXBORO	BO
J 109	70	5	.....	.....	11.28	11.13	.....	.....	f 8.51	.....	29.94	5.31 HOLYOKE	.....
J 103	139	3	.....	.....	11.58	11.33	.....	5.27	s 9.00	.....	36.67	6.73 NICKERSON	NS
J 99	.....	4	.....	.....	12.06Am	11.38	.....	.....	s 9.05	.....	40.58	3.91 DUQUETTE	.....
J 96	.....	34	.....	.....	12.13	11.43	.....	.....	s 9.10	.....	43.12	2.54 KERRICK	K
J 91	110	14	.....	.....	12.25	11.53	.....	5.39	s 9.18	.....	48.87	5.75 BRUNO	UN
J 82	135	24	.....	.....	12.40	12.05Am	.....	5.47	s 9.29	.....	57.25	8.38 ASKOV	RD
J 76	.....	382	.....	.....	408-412 1.00 1.30	408-412 12.25 12.55	.....	s 5.55	s 9.39	L 5.45Am	63.11	5.86 SANDSTONE	NA
J 67	.....	16	.....	.....	1.55	1.15	.....	.....	s 9.49	s 6.05	71.93	8.82 HINCKLEY	H
.....	144	16	.....	.....	1.57	1.17	.....	6.05	9.50	6.06	72.30	0.37 HINCKLEY TOWER ... N. P. Ry. Crossing	HT
J 59	167	6	.....	.....	2.16	1.37	.....	20 6.14	s 24 10.00	s 6.22	80.14	7.84 BROOK PARK	BK
.....	.....	.....	.....	.....	A 2.17Am	1.38	.....	6.15	10.01	A 6.23Am	80.54	40 BROOK PARK JCT.	.....
GA54	16	4	.....	.....	.....	1.50	.....	.....	s 10.07	.....	85.96	5.42 HENRIETTE	HR
GA49	107	32	.....	.....	.....	2.02	.....	6.25	s 10.14	.....	91.37	5.41 GRASSTON	SA
GA43	59	35	.....	.....	.....	2.14	.....	6.30	s 10.21	.....	96.66	5.29 BRAHAM	RA
GA40	.....	19	.....	.....	.....	2.21	.....	.....	s 10.26	.....	100.06	3.40 STANCHFIELD	.....
GA38	.....	30	.....	.....	.....	2.27	.....	.....	s 10.30	.....	102.57	2.51 GRANDY	SD
GA33	104	120	.....	.....	.....	2.37	.....	s 6.42	s 10.37	.....	107.46	4.89 CAMBRIDGE	CG
GA27	.....	55	.....	.....	.....	2.49	.....	.....	s 10.44	.....	113.10	5.64 ISANTI	IS
GA21	99	49	.....	.....	.....	3.01	.....	6.53	s 10.53	.....	119.13	6.03 BETHEL	BE
GA15	...	20	.....	.....	.....	3.13	.....	.....	f 11.00	.....	125.28	6.15 CEDAR	.....
GA 9	99	13	.....	.....	.....	3.25	.....	7.03	f 11.05	.....	131.23	5.95 ANDOVER	.....
G 13	...	...	.....	.....	.....	A 3.40Am	.....	A 7.11Pm	A f 11.11Am	.....	136.90	5.67 COON CREEK JCT.	CN
TRAINS BETWEEN COON CREEK JUNCTION AND NORTHTOWN WILL BE GOVERNED BY NORTHERN PACIFIC TIME TABLE													
TRAINS BETWEEN NORTHTOWN AND ST. PAUL WILL BE GOVERNED BY TWIN CITY TERMINALS TIME TABLE.													
.....	.....	.....	.....	.....	.....	.....	.....	A 8.00Pm	A 11.59Am	.....	159.91	23.01 ST. PAUL	.....
			.15 18.4	.20 15.3	3.47 18.6	5.25 25.2	.33 24.0	2.41 51.0	3.11 43.0	.38 27.5		Time Over Subdivision / Average Speed Per Hour	

AUTOMATIC BLOCK SIGNALS

Westward trains are superior to eastward trains of the same class except Nos. 20 and 24 are superior to No. 31 Brook Park Jct. to Sandstone.

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 11 THROUGH 19.

Time Table No. 58.
Effective January 1, 1950

STATIONS	Distance from St. Paul	FIRST CLASS 36 Daily Ex. Monday	24 Daily	20 Daily	32 Daily Ex. Sunday	SECOND CLASS 414 Daily	408 Daily	412 Daily	SIGNS
DULUTH	159.91	A 7.15Am	A 11.58Am	A 8.00Pm					RKDNXB
2.29 BRIDGE SWITCH	157.62	L 7.08Am	L 11.52Am	L 7.54Pm					
TRAINS BETWEEN ELEVATOR STATION AND DULUTH TERMINAL DEPOT WILL BE GOVERNED BY NORTHERN PACIFIC, DULUTH AND SUPERIOR TERMINALS TIME TABLE.									
0.87 ELEVATOR STATION	156.75								
0.97 SUPERIOR	155.78	s 7.00	s 11.43	s 7.45					RKP WBCXO
Double Track: 1.18 25th ST.	154.60								PX
Double Track: 2.98 CENTRAL AVE.	151.62								
FIRST CLASS TRAINS BETWEEN CENTRAL AVE. TOWER AND DULUTH TERMINAL DEPOT WILL BE GOVERNED BY NORTHERN PACIFIC, DULUTH AND SUPERIOR TERMINALS TIME TABLE									
DOUBLE TRACK: 0.31 CENTRAL AVE. TOWER N. P. Ry. Crossing	151.31	A 6.48Am	A 11.33Am	A 7.34Pm		A 1.03Am	A 2.50Am	A 5.33Am	RIDNPXJ
DOUBLE TRACK: 0.81 M. ST. P. & S. S. M. R. R. CROS'G	150.50								I
DOUBLE TRACK: 0.92 SAUNDERS	149.58	6.45	11.30	7.31		12.57	2.45	5.27	IDNPXJ
DOUBLE TRACK: 2.88 BOYLSTON	146.70	L 6.41Am	11.27	7.28		L 12.50Am	2.35	5.20	RIDNPJ
DOUBLE TRACK: 5.25 DEDHAM	141.45		f 11.19				2.24	5.00	P
6.17 FOXBORO	135.28		f 11.10	7.14			2.12	4.40	PW
5.31 HOLYOKE	129.97		f 11.03				2.02	4.20	P
6.73 NICKERSON	123.24		f 10.54	7.02			1.50	4.00	NPW
3.91 DUQUETTE	119.33		f 10.49					3.36	
2.54 KERRICK	116.79		f 10.44				1.40	3.30	DP
5.75 BRUNO	111.04		s 10.37	6.50			1.30	3.05	DP
8.33 ASKOV	102.66		s 10.27	6.42			1.15 (407-411)	2.30 (407-411)	DP
5.86 SANDSTONE	96.80		s 10.20	s 6.36	A 5.00Pm		1 00 12.35	2 00Am 11.20Pm	BRDNPT WCXIO
3.82 HINCKLEY	87.98		s 10.10		s 4.37		12.05	10.58	DP
0.37 HINCKLEY TOWER N. P. Ry. Crossing	87.61		10.09	6.22	4.36		12.03Am	10.56	DNPI
7.84 BROOK PARK	79.77		s 23 10.00	19 6.14	s 4.25		11.39	10.41	RDNPI
.40 BROOK PARK JCT.	79.37		9.59	6.13	L 4.21Pm		11.38	L 10.40Pm	IPWJ
5.42 HENRIETTE	73.95		s 9.54				11.24		P
5.41 GRASSTON	68.54		s 9.47	6.04			11.09		DP
5.29 BRAHAM	63.25		s 9.41	5.59			10.54		DP
3.40 STANCHFIELD	59.85		s 9.36				10.43		P
2.61 GRANDY	57.24		s 9.32				10.37		DP
4.89 CAMBRIDGE	52.45		s 9.25	s 5.49			10.23		DNP
5.64 ISANTI	46.81		s 9.15				10.08		DP
6.03 BETHEL	40.78		s 9.07	5.36			9.52		DPW
6.15 CEDAR	34.63		f 8.58				9.35		P
5.95 ANDOVER	28.68		f 8.51	5.24			9.20		P
5.67 COON CREEK JCT.	23.01		Lf 8.46Am	L 5.19Pm			L 9.00Pm		JRDNPI
AUTOMATIC BLOCK SIGNALS									
TRAINS BETWEEN COON CREEK JUNCTION AND NORTHTOWN WILL BE GOVERNED BY NORTHERN PACIFIC TIME TABLE									
TRAINS BETWEEN NORTHTOWN AND ST. PAUL WILL BE GOVERNED BY TWIN CITY TERMINALS TIME TABLE.									
23.01 ST. PAUL			L 8.00Am	L 4.30Pm					
Time Over Subdivision		.34	3.12	2.41	.39	.13	5.50	6.53	
Average Speed Per Hour		23.4	42.8	51.0	26.8	23.6	21.9	12.2	

Westward trains are superior to eastward trains of the same class except Nos. 20 and 24 are superior to No. 31 Brook Park Jct. to Sandstone.

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 11 THROUGH 19.

Time Table No. 58.

Effective January 1, 1950

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	WESTWARD SECOND CLASS (306) 315 Daily Ex. Sun.	WESTWARD SECOND CLASS 411 Daily	WESTWARD FIRST CLASS	WESTWARD FIRST CLASS 31 Daily Ex. Sun.	Distance from Brook Park Jct.	STATIONS	Telegraph Calls	Distance from St. Cloud	SIGNS	EASTWARD FIRST CLASS 32 Daily Ex. Sun.	EASTWARD FIRST CLASS	EASTWARD SECOND CLASS (305) 316 Daily Ex. Sun.	EASTWARD SECOND CLASS 412 Daily
.....	.....	.....	.....	L 2.17Am	.....	L 6.23Am	.....	BROOK PARK JCT.	.....	59.63	JPWI	A 4.21Pm	.....	.....	A 10.40Pm
								5.00							
J54	.....	8	.....	2.30	.....	s 6.32	5.00	QUAMBA	QU	54.63	P	s 4.12	.....	.....	10.25
								5.87							
J48		58	.....	2.44	.....	s 6.46	10.87	MORA	MA	48.76	DP	s 4.00	.....	.....	10.10
								7.56							
J41	89	81	.....	3.02	.....	s 7.01	18.43	OGILVIE	GO	41.20	DP	s 3.45	.....	.....	9.50
								6.88							
J34	.....	12	.....	3.18	.....	s 7.14	25.31	BOCK	.....	34.32	P	s 3.32	.....	.....	9.32
								5.22							
J28	90	71	L 11.35Am	3.48	.....	s 7.32	30.53	MILACA	MU	29.10	BRDPX	s 3.22	.....	A 10.55Am	9.20
								0.64							
.....	.....	.....	A 11.40Am	3.53	.....	7.34	31.17	MILACA JCT.	.....	28.46	PJW	3.14	.....	L 10.50Am	9.05
								2.65							
J25	.....	33	.....	4.00	.....	s 7.40	33.82	FORESTON	KN	25.81	P	s 3.09	.....	.....	8.55
								5.72							
J18	.....	30	.....	4.13	.....	s 7.53	39.54	OAKS	OX	20.09	P	s 2.57	.....	.....	8.41
								2.77							
J17	.....	11	.....	4.20	.....	f 7.59	42.34	RONNEBY	.....	17.32	P	f 2.51	.....	.....	8.33
								2.31							
J14	89	43	.....	4.26	.....	s 8.11	44.62	FOLEY	FY	15.01	DP	s 2.46	.....	.....	8.25
								4.25							
J10	.....	33	.....	4.36	.....	f 8.21	48.87	PARENT	.....	10.76	P	f 2.36	.....	.....	8.15
								9.22							
.....	.....	.....	.....	.....	.....	.....	58.09	N. P. RY. CROSSING	EA	1.54	DNPIX	.....	.....	.....	.....
								0.21							
G63	.....	.....	.....	5.05	.....	f 8.37	58.30	EAST ST. CLOUD	.....	1.33	X	f 2.20	.....	.....	7.40
								1.33			RKDNW				
75	Yard	1390	.....	A 5.20Am	.....	A 8.45Am	59.63	ST. CLOUD	DX	0.00	BCXYO	L 2.15Pm	.....	.....	L 7.30Pm
			.05	3.03		2.22		Time Over Subdivision				2.06		.05	3.10
			10.0	19.2		25.1		Average Speed Per Hour				28.3		10.0	18.8

Westward trains are superior to eastward trains of the same class, except No. 316 is superior to No. 315 between Milaca Jct. and Milaca.

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 11 THROUGH 19.

Time Table No. 58.

Effective January 1, 1950

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	SECOND CLASS 413 Daily	SECOND CLASS 421 Daily	FIRST CLASS	FIRST CLASS 35 Daily Ex. Sunday	Distance from Duluth		STATIONS		Telegraph Calls	Distance from Cass Lake	SIGNS	FIRST CLASS 36 Daily Ex. Monday		SECOND CLASS 414 Daily	
J125	.....	.....	L 11.45Pm	L 11.10Pm	.....	L 10.03Pm	13.21	DOUBLE TRACK	..... BOYLSTON	AUTOMATIC BLOCK SIGNALS	J	149.40	JRDNPI	A 6.41Am	.....	A 12.50Am	.....
									5.91								
Y251	99	2	12.01Am	11.20	.....	f 10.11	19.13		..... DEWEY		.....	143.49	P	f 6.33	.....	12.40	.....
									3.88								
Y249	.....	.....	12.15	11.35	.....	10.17	23.01		....STATE LINE TOWER.... N. P. Ry. Crossing		S	139.61	DNPI	6.27	.....	12.30	.....
									3.84								
.....	.....	.....	.....	.....	.....	.....	26.85		..... BRIDGE 29		.....	138.62	IP	.....	.....	.....	.....
									6.07								
Y236	85	10	12.35	12.01Am	.....	s 10.37	32.92		..... CARLTON ..... N. P. Ry. Crossing		A	129.69	DNPWI	s 6.15	.....	12.05Am	.....
									3.26								
Y232	.....	.....	.....	.....	.....	f 10.43	36.19		..... SCANLON		.....	126.43	P	f 6.07	.....	11.50	.....
									2.70								
Y229	.....	260	1.05	12.15	.....	s 10.51	38.89		..... CLOQUET		KN	123.73	PX	s 6.02	.....	11.45	.....
									16.49				JDNPW				
Y213	89	76	1.55	1.20	.....	s 11.18	55.38		..... BROOKSTON		BN	107.24	CXY	s 5.39	.....	11.10	.....
									7.85								
Y205	.....	3	.....	.....	.....	f 11.30	63.23		..... PAUPORES		.....	99.39	P	f 5.28	.....	10.40	.....
									4.62								
Y200	.....	12	2.20	1.35	.....	f 11.39	67.85		..... MIRBAT		.....	94.77	P	f 5.21	.....	10.30	.....
									5.35								
Y195	.....	56	2.30	1.45	.....	s 11.52	73.20		..... FLOODWOOD		OD	89.42	DP	s 5.14	.....	10.15	.....
									6.09								
Y189	.....	.....	2.41	2.00	.....	f 12.01AM	79.29		..... ISLAND		.....	83.33	P	f 5.04	.....	10.00	.....
									6.51								
Y182	.....	11	2.57	2.10	.....	f 12.10	85.80		..... WAWINA		.....	76.82	P	f 4.56	.....	9.45	.....
									3.96				JDNPW				
Y178	.....	78	3.05	A 2.20Am	.....	s 12.22	89.76		..... SWAN RIVER		WA	72.82	YI	s 4.49	.....	9.30	.....
									5.47								
Y172	.....	7	3.14	.....	.....	s 12.33	95.23		..... WARBA		FS	67.39	P	s 4.40	.....	9.00	.....
									3.41								
.....	200	.....	3.20	.....	.....	12.40	98.64		..... PHILBIN		.....	.....	PI	4.35	.....	8.50	.....
									3.00								
Y166	.....	6	3.26	.....	.....	f 12.45	101.64		..... BLACKBERRY		.....	60.98	P	f 4.31	.....	8.45	.....
									4.58				JPWYI				
Y161	96	175	3.36	.....	.....	12.52	106.22		..... GUNN		GU	56.40	DNP	4.25	.....	8.35	.....
									3.05								
Y159	.....	271	3.46	.....	.....	s 1.15	109.27		..... GRAND RAPIDS		GR	53.35	DNXP	s 4.20	.....	8.20	.....
			36						4.90					413			
Y156	123	11	4.08	.....	.....	s 1.27	114.17		..... COHASSET		CH	48.45	P	s 4.08	.....	8.05	.....
									9.42								
Y145	42	96	4.39	.....	.....	s 1.53	123.59		..... DEER RIVER		RI	39.03	DNPWXC	s 3.56	.....	7.45	.....
									7.03								
Y138	70	16	5.00	.....	.....	f 2.07	130.62		..... BALL CLUB		.....	32.00	P	f 3.45	.....	7.20	.....
									12.91								
Y125	69	22	5.29	.....	.....	s 2.31	143.53		..... BENA		BA	19.09	DP	s 3.30	.....	6.55	.....
									7.54								
Y118	123	3	5.49	.....	.....	f 2.44	151.07		..... SCHLEY		.....	11.55	P	f 3.20	.....	6.30	.....
									2.04								
.....	.....	.....	.....	.....	.....	.....	153.11		M. ST. P. & S. S. M. R. R. CROSSING		.....	9.51	I	.....	.....	.....	.....
						36			9.51				RKDNPB	35			
Y106	Yard	690	A 6.20Am	.....	.....	A 3.02Am	162.62		..... CASS LAKE		CS	.....	WCYXO	L 3.07Am	.....	L 6.00Pm	.....
			6.35	3.10		4.59			Time Over Subdivision					3.34		6.50	
			22.7	24.1		30.0			Average Speed Per Hour					41.9		21.8	

Westward trains are superior to eastward trains of the same class.

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 11 THROUGH 19.

Time Table No. 58.

Effective January 1, 1950

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	THIRD CLASS 559 Daily Ex. Sun.	FIRST CLASS (106) 107 Daily Ex. Sun.	FIRST CLASS (136) 133 Daily Ex. Sun.	FIRST CLASS 105 Daily Ex. Sun.	FIRST CLASS 35 Daily Ex. Mon.	Distance from Cass Lake	STATIONS	Telegraph Calls
Y106	Yard	690	L 7.30Am	L 10.49Am		L 7.54Am	L 3.07Am		CASS LAKE	CS
				A 10.53Am				0.76	K LINE JCT.	
								3.37		
Y101		15	7.43			f 8.00	f 3.12	4.13	FARRIS	
								5.62		
Y 96	69	10	7.56			f 8.07	f 3.18	9.75	ROSBY	
								4.59		
								14.34	N. P. RY. CROSSING	
								0.93		
Y 90	70	188	8.05			A 8.15Am	s 3.30	15.27	BEMIDJI	BM
								6.24		
Y 84	70	10	9.15				s 3.40	21.51	WILTON	N
								6.04		
Y 78		26	9.45				s 3.50	27.55	SOLWAY	SO
								6.20		
Y 72	69	27	10.05				s 4.00	33.75	SHEVLIN	VN
								6.70		
Y 65	75	48	11.10				s 4.10	40.45	BAGLEY	BY
			660					7.32		
Y 58	101	27	11.45				f 4.23	47.77	EBRO	RO
								6.02		
Y 52	70	23	12.15Pm				s 4.32	53.79	LENGBY	G
								7.04		
Y 45	70	115	12.50				s 4.45	60.83	FOSSTON	FO
								7.58		
Y 37	70	35	1.15				s 5.00	68.41	McINTOSH	MO
								5.73		
								74.14	M. ST. P. & S. S. M. R. R. CROSSING	
								0.31		
Y 31	72	87	1.45				s 5.14	74.45	ERSKINE	RS
								6.71		
Y 24	71	34	2.05				s 5.28	81.16	MENTOR	MT
								5.58		
Y 18		8	2.50				5.38	86.74	DUGDALE	
								1.10		
Y 17			2.54		Lf 7.10Pm		f 5.40	87.84	TILDEN JCT.	ON
									N. P. RY. CROSSING	
								4.84		
Y 12	70	29	3.07		f 7.19		f 5.48	92.68	BENOIT	
								6.68		
Y 6		88	3.27		f 7.30		f 5.57	99.36	BURWELL	
								3.20		
								102.56	N. P. RY. CROSSING	
								2.37		
A298	Yard	418	A 3.45Pm		A 7.40Pm		A 6.05Am	104.93	CROOKSTON YARD	CA

TRAINS BETWEEN CROOKSTON YARD AND CROOKSTON WILL BE GOVERNED BY DAKOTA DIVISION TIME TABLE.

									A 7.45Pm		A 6.10Am	106.91	1.98 CROOKSTON
			8.15			.04	.30	.21	2.58				Time Over Subdivision
			12.7			11.5	34.1	43.6	35.2				Average Speed Per Hour

Westward trains are superior to eastward trains of the same class, except No. 108 is superior to No. 105 and No. 106 is superior to No. 107 between K Line Jct. and Cass Lake.

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 11 THROUGH 19.

Time Table No. 58. Effective January 1, 1950 — STATIONS	Distance from Crookston	FIRST CLASS 36 Daily Ex. Mon.	106 Daily Ex. Sun.	(135) 134 Daily Ex. Sun.	(105) 108 Daily Ex. Sun.			THIRD CLASS 560 Daily Ex. Sun.				SIGNS
CASS LAKE	106.91	A 3.02Am	A 10.25Am		A 7.44Am			A 3.15Pm				BRDNKW CXPYO
0.76												
K LINE JCT.	106.15				L 7.41Am							JXY
3.37												
FARRIS	102.78	f 2.57	f10.17					3.05				P
5.62												
ROSBY	97.16	f 2.51	f10.08					2.50				P
4.59												
N. P. RY. CROSSING	92.57											I
0.93												
BEMIDJI	91.64	s 2.42	L 10.00Am					2.40				BRDNPWX
6.24												
WILTON	85.40	s 2.26						2.05				DP
6.04												
SOLWAY	79.36	s 2.16						1.40				DP
6.20												
SHEVLIN	73.16	s 2.06						1.05				DP
6.70												
BAGLEY	66.46	s 1.56						12.15Pm				DPW
7.32								559				
EBRO	59.14	f 1.43						11.45				DP
6.02												
LENGBY	53.12	s 1.34						11.15				DP
7.04												
FOSSTON	46.08	s 1.21						10.45				DPWCX
7.58												
McINTOSH	38.50	s 1.07						10.05				DP
5.73												
M. ST. P. & S. S. M. R. R. CROSSING	32.77											IP
0.31												
ERSKINE	32.46	s12.57						9.40				DPW
6.71												
MENTOR	25.75	s12.46						8.40				DP
5.58												
DUGDALE	20.17	12.38						8.20				P
1.10												
TILDEN JCT. N. P. RY. CROSSING	19.07	f12.36		Af 8.38Am				8.15				RDPIJ
4.84												
BENOIT	14.23	f12.30		f 8.28				8.00				P
6.68												
BURWELL	7.55	f12.21		f 8.16				7.40				P
3.20												
N. P. RY. CROSSING	4.35											I
2.37												
CROOKSTON YARD	1.98	L 12.14Am		L 8.05Am				L 7.30Am				RNWCYX BPO
TRAINS BETWEEN CROOKSTON YARD AND CROOKSTON WILL BE GOVERNED BY DAKOTA DIVISION TIME TABLE.												
1.98												
CROOKSTON		L 12.09Am		L 8.00Am								BRDNKX
Time Over Subdivision		2.48	.25	.33	.03			7.45				
Average Speed Per Hour		37.5	36.6	31.0	15.9			13.5				

Westward trains are superior to eastward trains of the same class, except No. 108 is superior to No. 105 and No. 106 is superior to No. 107 between K Line Jct. and Cass Lake.

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 11 THROUGH 19.

Time Table No. 58.

Effective January 1, 1950

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	THIRD CLASS 523 Daily Ex. Sun.	FIRST CLASS 105 Daily Ex. Sun.	Distance from Sauk Center	STATIONS	Telegraph Calls	SIGNS	FIRST CLASS 106 Daily Ex. Sun.	THIRD CLASS 524 Daily Ex. Sun.
117	.....	195	.....	L 2.30Am	0.00	SAUK CENTRE	AU	RDN WCXB	A 4.00Pm	.....
TRAINS BETWEEN PARK RAPIDS JCT. AND SAUK CENTRE WILL BE GOVERNED BY DAKOTA DIVISION TIME TABLE.										
.....	.....	.....	L 2.50Am	L 2.33Am	0.16	PARK RAPIDS JCT. (0.16)	.....	JP	A 3.55Pm	A 1.10Pm
.....	.....	.....	.....	.....	0.68	N. P. Ry. CROSSING (0.52)	.....	I	.....	.....
K-10	.....	5	3.15	s 2.51	10.40	LITTLE SAUK (9.72)	.....	.....	s 3.33	12.40
K-14	.....	15	3.24	s 2.58	13.86	ROUND PRAIRIE (3.46)	.....	.....	s 3.26	12.25
K-18	39	52	4.15	s 3.10	18.60	LONG PRAIRIE (4.74)	NE	D	s 3.15	12.05Pm
K-24	.....	46	4.45	s 3.25	26.46	BROWERVILLE (7.86)	VI	D	s 2.54	11.30
K-32	.....	31	5.05	s 3.36	31.84	CLARISSA (5.38)	RU	D	s 2.42	11.05
K-36	34	32	5.28	s 3.46	36.53	EAGLE BEND (4.69)	GD	DW	s 2.31	10.45
K-44	.....	27	5.48	s 4.05	44.04	BERTHA (7.51)	BR	D	s 2.16	10.05
K-48	.....	27	6.06	s 4.14	48.07	HEWITT (4.03)	HW	D	s 2.04	9.45
K-56	.....	52	6.41	s 4.34	56.21	WADENA (8.14)	WD	D	s 1.49	8.45
.....	.....	.....	.....	.....	56.44	N. P. Ry. CROSSING (0.23)	.....	I	.....	.....
K-60	.....	28	7.01	f 4.44	60.53	LEAF RIVER (4.09)	.....	.....	f 1.35	8.15
K-70	23	30	524 7.44	s 5.08	70.46	SEBEKA (9.93)	SK	DW	s 1.18	523 7.44
K-79	.....	27	8.25	s 5.27	79.19	MENAHGA (8.73)	MH	D	s12.58	7.01
K-91	30	116	9.20	524 s 6.08	91.19	PARK RAPIDS (12.00)	J	DX	s12.35	105 6.08
K-98	.....	15	9.40	s 6.21	97.76	DORSET (6.57)	DE		s12.17	5.36
K-103	.....	29	10.10	s 6.32	103.09	NEVIS (5.33)	N	D	s12.07Pm	5.21
K-109	.....	27	10.55	s 6.45	109.32	AKELEY (6.23)	AY	DW	s11.54	5.01
K-119	.....	32	106 11.34	s 7.02	118.84	WALKER (9.52)	K	D	523 s 11.34	4.15
.....	.....	.....	.....	.....	120.94	N. P. Ry. CROSSING (2.10)	.....	.....	.....	.....
K-124	.....	15	12.50Pm	f 7.13	124.21	LEECH LAKE (3.27)	.....	.....	f11.20	3.50
K-131	.....	12	1.15	s 7.25	130.93	WILKINSON (6.72)	.....	.....	s11.08	3.34
.....	.....	.....	.....	A 7.41Am	139.64	K LINE JCT. (8.71)	.....	JXY	L 10.53Am	.....
TRAINS BETWEEN K LINE JCT. AND CASS LAKE WILL BE GOVERNED BY FOURTH SUBDIVISION SCHEDULES.										
Y-106	Yard	690	A 1.50Pm	A 7.44Am	140.40	CASS LAKE (0.76)	CS	BRKDN WCXPYO	L 10.49Am	L 3.10Am
			11.00 12.88	5.08 27.2		Time Over Subdivision Average Speed Per Hour			5.02 27.7	10.00 14.0

Westward trains are superior to eastward trains of the same class.

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 11 THROUGH 19.

SIXTH SUBDIVISION

WESTWARD — EASTWARD

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	SECOND CLASS 305: Daily Ex. Sun.	Distance from Elk River	Time Table No. 58. Effective January 1, 1950 — STATIONS	Telegraph Calls	SIGNS	SECOND CLASS 306: Daily Ex. Sun.
G-28	....	.....	L 8.52Am	0.00	.....ELK RIVER.....	ER	JRD NW	A 1.37Pm
TRAINS BETWEEN N. P. RY. JCT. AND ELK RIVER WILL BE GOVERNED BY N. P. RY. TIME TABLE.								
.....	....	.....	L 8.54Am	0.74	0 74 ...N. P. Ry. JCT.... 9 49	WR	I	A 1.25Pm
H-11	....	28	s 9.25	10.23	....ZIMMERMAN.... 8 03	.....	.....	s 1.00
H-20	29	103	s10.05	19.16	.....PRINCETON..... 4.20	CT	DX	s12.30
H-24	....	4	s10.20	23.36	...LONG'S SIDING... 5 22	.....	.....	s12.10Pm
H-29	....	9	s10.38	28.58	.....PEASE..... 3 98	EA	.....	s11.55
.....	....	.....	A 10.50Am	32.56	....MILACA JCT.....	.....	JP	L 11.40Am
TRAINS BETWEEN MILACA JCT. AND MILACA WILL BE GOVERNED BY SECOND SUBDIVISION SCHEDULES.								
J-28	....	.....	A 10.55Am	33.19	0 63 .....MILACA.....	MU	RDPB WX	L 11.35Am
			1.56 16.4		Time Over Subdivision Average Speed Per Hour			1.45 18.1

Westward trains are superior to eastward trains of the same class.

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 11 THROUGH 19.

SEVENTH SUBDIVISION

WESTWARD — EASTWARD

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	Distance from Allouez		Time Table No. 58. Effective January 1, 1950 — STATIONS		Telegraph Calls	SIGNS
YA 26	Yard	9008	.....	Double Track	.....ALLOUEZ..... 3 34	Automatic Block Signals	BJ	RKPWC OYXIB I
.....	.....	.....	2.76		...BRIDGE A-9..... 0 91		.....	
J 130	Yard	226	4.25		.....SAUNDERS.....		B	JPXIDN

Westward trains are superior to eastward trains of the same class.

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 11 THROUGH 19.

EIGHTH SUBDIVISION

WESTWARD — EASTWARD

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	Distance from Brookston	Time Table No. 58. Effective January 1, 1950 — STATIONS	Telegraph Calls	Distance from Kelly Lake	SIGNS
Y 213	89	70	.....	.....BROOKSTON..... 5.21	BN	50.33	JDNPW CXY
YD 4	.....	19	5.21	.....ARLBERG..... 5 99	.....	45.12	P
YD 11	65	2	11.20	.....BADEN..... 9 90	.....	39.13	P
YD 21	74	2	21.10	.....DUMBLANE..... 9 97	.....	29.23	PW
YA 5	.....	17	31.07	.....CASCO..... 6 81	.....	19.26	P
YA12	.....	16	37.88	.....ONEGA..... 5 96	.....	12.45	P
.....	.....	.....	43.84	..D. M. & I. R. Ry. CROSSING.. 0.81	.....	6.49	I
YA19	.....	17	44.65	.....RILEY..... 5 68	.....	5.68	P
YB25¾	Yard	1329	50.33	.....KELLY LAKE.....	KY	.....	BRKDNP OJWCYX

Westward trains are superior to eastward trains of the same class.

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 11 THROUGH 19.

NINTH SUBDIVISION

WESTWARD — EASTWARD

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	Distance from Chisholm	Time Table No. 58. Effective January 1, 1950 — STATIONS	Telegraph Calls	Distance from Kelly Lake	SIGNS
YC 1	.....	55	.....	.....CHISHOLM..... .54	CM	11.28	DPX
.....	.....	.....	.54	.....CHISHOLM JCT..... 1.22	.....	10.74	.....
.....	.....	.....	1.76	.....DUNCAN JCT..... 1 41	.....	9.52	X
.....	.....	.....	3.17	D. M. & I. R. Dunwoody Jct. .90	.....	8.11	.....
.....	.....	.....	4.07	.....DUNWOODY JCT.....	.....	7.21	.....

Westward trains are superior to eastward trains of the same class.

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 11 THROUGH 19.

WESTWARD — TENTH SUBDIVISION — EASTWARD

Time Table No. 58.
Effective January 1, 1950

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	WESTWARD FIRST CLASS: 75 D.M. & I.R. 1 Daily	Distance from Virginia	STATIONS	Telegraph Calls	Distance from Swan River	SIGNS	EASTWARD FIRST CLASS: 76 D.M. & I.R. 2 Daily	EASTWARD SECOND CLASS: 422 Daily
YC17	Yard	102			VIRGINIA	VA	50.76	RDPXY		
				0.47	D. W. & P. RY. CRESCENT AVE. CROSSING		50.29	I		
				1.00	D. M. & I. R. RY. CROSSING		49.76			
				1.20	D. W. & P. RY. VIRMOUNT CROSSING		49.56	I		
				9.70	D. M. & I. R. Ry. CROSSING		41.06			
				10.11						
YC7	45			10.11	LUCKNOW		40.65	PW		
				1.75						
				11.86	D. M. & I. R. SHERWOOD JCT.		38.90	X		
				0.22						
YC8½	30	54		12.08	BUHL	BU	38.68	DPX		
				0.92						
				13.00	D. M. & I. R. FRAZER YARD		37.76	PX		
				3.35						
				16.35	D. M. & I. R. WILPEN JCT.		34.41	P		
				1.59						
				17.94	DUNWOODY JCT.		32.82			
				1.15						
YD59	Yard	127		19.09	EMMERT TOWER		31.67	PWIX		
					D. M. & I. R. RY. CROSSING					
				0.71						
			L 11.30Am	19.80	NORTH MITCHELL		30.96	PXI	A 1.22Pm	
			11.32	0.78					1.19	
				20.58	RUBY JCT.		30.18	PX		
				1.05						
		142	A 11.38Am	21.63	HIBBING	AC	29.13	RDPX	L 1.15Pm	
				0.58						
				22.21	SCRANTON MINE CROSSING		28.55	IX		
				3.10				BRKDNP		
YB25¾	Yard	1329		25.31	KELLY LAKE	KY	25.45	WCXYJO		A 3.40Am
YB18	62			10.82	BENGAL		14.63	P		3.10
YB6	63			8.66	GOODLAND		6.17	P		2.40
				6.17				JDNP		
Y178		72		50.76	SWAN RIVER	WA		WYI		L 2.20Am
			8		Time Over Subdivision				.7	1.20
			13.7		Average Speed Per Hour				14.6	19.0

DOUBLE TRACK — AUTOMATIC BLOCK SIGNALS

Westward trains are superior to eastward trains of the same class.
SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 11 THROUGH 19.

WESTWARD — ELEVENTH SUBDIVISION — EASTWARD

Time Table No. 58.
Effective January 1, 1950

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	WESTWARD FIRST CLASS: 87 D.M. & I.R. 3 Daily	Distance from Kelly Lake	STATIONS	Telegraph Calls	Distance from Gunn	SIGNS	EASTWARD FIRST CLASS: 88 D.M. & I.R. 4 Daily
YB 25¾	Yard	1329			KELLY LAKE	KY	31.32	BRKDNP	
				4.02				WCYXJO	
YD 64		18		4.02	KEEWATIN	KW	27.30	DPX	
				0.84					
YD 69	90			4.86	MOORE		26.46	PX	
				4.73					
YD 74		386		9.59	NASHWAUK	N	21.73	DPWX	
	27			1.88					
				11.47	KEVIN		19.44	P	
				4.32					
YD 80		406	L 10.57Am	16.19	CALUMET	CU	15.13	JDPWX	A 1.26Pm
				0.89					
YD 82		8	s11.00	17.08	MARBLE	RB	14.24	DPX	s 1.24
				3.50					
			f11.07	20.58	HOLMAN JCT.	HO	10.74	P1	f 1.17
				1.02					
YD 86			s11.13	21.60	TACONITE JCT.	NI	9.72	P	s 1.15
				1.45					
					DANUBE			P	
				0.38					
YD 88		56	s11.18	23.43	BOVEY	BY	7.89	DP	s 1.07
				0.81					
YD 89		19	A 11.20Am	24.24	COLERAINE	CR	7.08	DP	L 1.05Pm
				1.32					
		300		25.56	CANISTEO		5.76	PWXY	
				5.76					
Y 161	100	193		31.32	GUNN	GU		JPWYI	
			.23		Time Over Subdivision				.21
			21.0		Average Speed Per Hour				23.0

Westward trains are superior to eastward trains of the same class.
SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 11 THROUGH 19.

ALL SUBDIVISIONS

1. Omitted.

2. **SPEED RESTRICTIONS GENERAL.**

(a) Maximum permissible speed of passenger and freight trains, except Streamliners, will be designated by distinctive reflectorized roadway signs set in an upward angle of 45 degrees. Except as directly affected by speed restrictions prescribed below and other speed restrictions covered by Item No. 2 under individual Subdivisions, the 45 degree signs prescribe the speed territories and the numerals thereon indicate in miles per hour the maximum permissible speed which will govern until the next territory is reached.

When the movement is from a higher to a lower speed territory the 45 degree sign is located approximately one mile from the point where the lower speed becomes effective. When the movement is from a lower to a higher speed territory, the 45 degree sign is located at the point where speed may be increased.

When operating against the current of traffic in double track territory, trains must not exceed the maximum permissible speed prescribed by the 45 degree sign with the current of traffic. This does not modify Rule 93.

When the 45 degree sign has two sets of figures, the numerals preceded with letter "P" apply to passenger trains, except Streamliners, and letter "F" to freight trains.

(b) When passenger trains are handled by freight engines or when freight cars, except cars equipped with passenger trucks and steel wheels, are handled in passenger trains, the train will not exceed maximum permissible speed for freight trains in the territory operated.

(c) Speed shown on Speed Limit Plate on engines must not be exceeded.

(d) Steam engines backing up ..... 20 MPH
Steam engines in forward motion running light or with caboose only ..... 35 MPH
Diesel and Electric engines, light or with caboose only 50 MPH
Trains handling steam derricks, pile drivers, ditchers, cranes, steam shovels, dozers, etc., on Main Lines ..... 25 MPH
except on 6 degree curves or sharper, and on Branch Lines ..... 15 MPH
Trains handling ore cars or air dump cars loaded with ore or gravel, and scale test cars, on Main Lines 30 MPH
except on 6 degree curves or sharper, and on Branch Lines ..... 20 MPH
Trains handling carload poles or piling on open cars when operating on double track, siding or other adjacent track must stop meeting or being passed by passenger trains, for other trains reduce speed to ..... 10 MPH
Unless conditions require a further speed restriction, trains or engines moving against the current of traffic on double track through interlockings 15 MPH
Trains or engines moving on main routes actuating points of spring switches ..... 35 MPH
Trains or engines moving in facing point direction at spring switches without facing point lock ..... 25 MPH

Trains or engines through No. 20 turnouts at:..... 35 MPH
Saunders .....Crossover switches between eastward and westward main tracks.
Boylston .....Crossover switches between eastward and westward main tracks.
Dedham .....East and west siding switch.
Askov .....East and west siding switch.
Hinckley Tower..East and west siding switch.
Brook Park .....East and west siding switch.
Brook Park Jct...Junction switch to 2nd Subdivision.
Grasston .....East and west siding switch.
Coon Creek Jct...Junction switch to 1st Subdivision.
Coon Creek .....Crossover switches between N. P. and G. N. main tracks.
Brookston .....Crossover switches between eastward and westward main tracks.
Junction switch to 8th Subdivision.
Swan River .....End of double track.
Junction switch to 10th Subdivision.
Philbin .....East and west siding switch.
Trains or engines through No. 15 turnouts at: ..... 25 MPH
Central Ave.
Tower .....Crossover switches between eastward and westward main tracks.
Saunders .....Junction switch to 7th Subdivision.
Boylston .....Junction switch to 3rd Subdivision.
Bridge A-9 .....End of double track.
Bridge 29 .....East and west switch of gantlet.
Gunn .....Junction switch to 3rd Subdivision.
Gunn Yard .....Junction switch to 11th Subdivision.
Trains or engines through all other turnouts..... 15 MPH

3. **MOVEMENT OF ENGINES DEAD IN TRAINS.**
Class O and larger engines will be placed not to exceed 15 cars behind road engine. In electrified zone only class R engines will be handled on head end, all others near rear.
Class F-8 and smaller engines will be placed next ahead of caboose.

Diesel and Gas-Electric engines 2300-2341 must be handled on rear of train.

Not less than five cars will be placed between all engines.

Trains handling steam engines dead in train with side rods on both sides will not exceed 40 MPH; and without side rods will not exceed 10 MPH.

Trains handling Electric, Diesel and Gas-Electric engines in tow dead in train will not exceed following speeds:

50 ..... 35 MPH
75 to 170 .....45 MPH
175 to 231 and 271 .....60 MPH
252 to 259-262 to 265-300 to 306-400 to 456 .....45 MPH
260-261-266 to 270 .....65 MPH
350 to 376-500 to 512 .....75 MPH
2300 to 2324 .....50 MPH
2325 to 2341 .....60 MPH
5000 to 5008B .....45 MPH
5010 to 5019 .....55 MPH

4. Under Rule 2, watches that have been examined and certified to by a designated inspector must be used by train dispatchers and yardmen.

5. Brakemen with less than one year of experience should not be used as flagmen except in emergency, and then Superintendent will be notified by wire.

6. When operating snow machines in non-block signal territory no train should be permitted to follow closer than a station apart, when that cannot be done they will be blocked not less than thirty minutes apart.

7. After severe blizzard or dirt storm, employes on first train over road must exercise care to avoid accident caused by striking drift without first having drifts faced with hand shovels, cutting in far enough to get beyond the hard snow and giving a perpendicular wall to strike against instead of slope or wedge-like shape. When operating snow dozer, conductor in charge will ride in the dozer.

On snow and dirt dozers every precaution must be taken to see that cage, flangers and wings clear all obstacles when in service and are properly secured when in through trains, and dozers properly turned. Hand screws must be tightened to raise flanger on dozers as high as possible before making a back-up movement, and must not be released until the dozing work is actually to start. Hand screws holding the cage on dozers must be tightened or chains otherwise fastened except when dozer has air in cylinders and is attended by an employe.

8. Loaded dump cars should not be handled on double track after dark, but if necessary to do so, close watch must be kept by trainmen and if a car dumps its load, train must be stopped and protection afforded on the opposite track.

9. Baggage cars returned deadhead when moved in storage mail service in opposite direction will be accompanied by waybill carrying notation "Deadhead mail car, no material of any character other than U. S. Mail or mail sacks to be loaded in it." Conductors will be held responsible for compliance of waybill instructions.

10. Omitted.

11. Unless otherwise provided, when passenger trains are operated against current of traffic on double track or through sidings, conductors shall notify Railway Postal Clerks, trains shall stop at points where U. S. Mail is usually picked up and Conductors are responsible for delivery of mail to Postal car.

12. Conductors will report by wire, all flat spots on wheels of passenger cars. Any cars having flat spots on wheels of more than two and one-half inches long must be set out.

13. Due to limited overhead clearance at tunnels and structures, employes are warned to keep off top of cars of extreme height and width when handled in trains and yards, also such standing cars in electrified zone, except in emergency. In absence of previous advice on such cars, wire proper officer for instructions.

14. The Railway Company is responsible for proper handling of perishable freight on road and at points where Western Fruit Express Company do not maintain representatives. Conductors on trains handling perishable freight will ascertain from waybills class of service required and light or extinguish heaters and manipulate vents in accordance with current instructions provided for handling perishable freight issued by the National Perishable Freight Committee.

15. Placarded loaded tank cars moving in through freight trains must be placed not less than 6th car from engine or caboose; cars placarded "Explosives", "Inflammable", or "Corrosive Liquids", not less than 16th car from road engine, one car from helper engine and 11 cars from caboose. These cars may be handled second car from engine or caboose in local trains.

    These cars must not be placed in trains next to each other, next to refrigerators equipped with gas burning heaters, stoves or lanterns, or flat cars loaded with logs, poles, lumber, pipe, rails, iron, steel, and gondola cars with such lading higher than ends, or cars of similar lading that is liable to shift.

    Carload express shipments of explosives, sealed and placarded, may be handled on passenger trains; LCL shipments may be made in so-called peddler car with messenger in charge when such car is assigned to the handling of express and baggage exclusively, provided shipments are accompanied by authorized representative of United States Government while on trains.

    Terminals or pick-up points enroute must furnish conductor and engineer Form 250 showing consecutively location in train of all cars placarded "Explosives". At points other than terminals where crews change notice will be transferred from crew to crew.

    Further details governing handling of Explosives, Inflammable and Corrosive Liquids may be found in I.C.C. Regulations.

16. Gas-Electric engines must not be fueled while occupied by passengers, or coupled to cars occupied by passengers.

17. The normal position of a spring switch with facing point lock is identified by a color light type signal displaying a "lunar white" light for train or engine movements in a trailing point direction and for movements in facing point direction when conditions require.

    The normal position of a spring switch without facing point lock is identified by a triangular yellow target on switch stand with letter "S" in black, and "lunar white" light in switch lamp in place of green light displayed in both directions through or over the switch.

    Trains departing from stations, either from siding or main track in trailing point movement actuating points of spring switches, a member of crew must observe indication of governing signal in opposite direction after rear end of train has passed through switch to ascertain if switch points return to normal position. If this signal indicates Stop and no immediate train movement or other cause is evident, report the fact to Superintendent from first available point of communication.

    During and immediately following snow storms or violent wind storms, spring switches must be operated by hand and relined in normal position before heading out through switch in trailing point movement, actuating switch points, to insure switch is in proper operating condition.

    INDICATORS AT SPRING SWITCHES.

    A Switch Indicator, consisting of a single yellow light unit (normally dark) and a switch-key-controller mounted on an iron mast located at clearance point of a siding, must be operated by a member of the crew who, together with engineer, must observe and be governed by its indication before fouling main track or making movement from siding to main track through a spring switch in automatic signal territory, unless the movement is made immediately after an opposing train has passed the switch, and Automatic Signal at leaving end of siding indicates "Proceed".

    If Indicator displays a yellow light when switch-key-controller is operated, train or engine movement to main track may be made immediately in accordance with train rights and operating rules. Display of yellow light must continue until leading wheels have passed clearance point.

    If Indicator does not display a yellow light when switch-key-controller is operated, train or engine movement to main track may be made in accordance with train rights and operating rules, after operating spring switch by hand; waiting three minutes and taking every precaution to provide proper protection.

    To operate Switch Indicator, insert switch key in controller and turn clockwise toward "R", hold a few seconds, and remove key. If yellow light is displayed and intended movement is not made, insert switch key in controller and turn counter-clockwise toward "N" to restore signal system to normal condition to avoid delay to trains on main track.

    Switch-key-controller must never be operated toward "N" after having been operated toward "R" if intended movement to main track is to be made.

18. DRAGGING EQUIPMENT DETECTOR INDICATOR consists of a single white light unit (normally dark) with circular background mounted on signal or other mast. When white light is displayed, train must be stopped and inspected for dragging equipment. Notify Superintendent from first available point of communication.

19. Facing point locks on hand operated switches are indicated by a six-inch yellow stripe painted on target staff. Be positive locking device is restored to normal position after using. A running switch must not be made through this type switch.

20. Under Rule 24, engine number only will be displayed in indicators on engines so equipped. This will also apply when our engines are operating over Northern Pacific tracks. Between Klamath Falls and Chemult, Southern Pacific Rules will govern.

21. Rule 204 (A) prescribes that copies of train orders will be furnished the rear trainman, such orders will only be furnished on trains designated.

    Nos. 1, 2, 3, 4, 7, 8, 9, 10, 28, 29, 30, 355, 358, 359, 360 and sections thereof; also, extra passenger train whether operated as a section of regular train or as a passenger extra.

22. Air hose on Diesel and Electric engines must be hooked up in hose fastener when not in use.

23. Before leaving any engine terminal enginemen will make proper tests and inspections of water glasses, gauge cocks, water column and injectors, and will not leave the terminal unless all these are in proper working order.

    Should enginemen on steam engines find that the water is not in sight in water glasses, and if water cannot be raised to bottom gauge cock or water glass by opening throttle, on oil burning engines the fire must be extinguished immediately and on coal burning engines the fire must be knocked out or smothered

to the extent there will be no damage done to the crown sheet. If water can be raised to the bottom gauge cock or water glass, the water level should be built up by use of the pump, or injector, or both.

Should the low water alarm whistle blow, on any engine so equipped, enginemen will immediately ascertain where the water level is in the boiler by blowing out water glasses and water column, and being sure that water glass mounting valves are open and if water cannot be raised to the bottom gauge cock or water glass by opening throttle, enginemen will be governed by instructions in the preceding paragraph.

24. ON ENGINES, PASSENGER, FREIGHT AND ORE CARS EQUIPPED WITH ROLLER BEARINGS, EMPLOYES WILL BE GOVERNED AS FOLLOWS:

Roller bearing failures on cars or engines equipped with roller bearings in the journal boxes may be due to lack of oil. If the box is not blazing, this oil plug in the cover should be removed and engine or valve oil added. Oil must never be added to a box that is blazing. After the oil has been added and plug replaced, the train should proceed at reduced speed and care exercised until it is apparent that the box will run cool. If fire develops in roller bearing box on any equipment, it must be closely watched, train moved slowly, and Superintendent notified from first available point of communication, who will prescribe for the movement.

Some engines and cars equipped with roller bearings have heat indicators or stench bombs inserted in the housing of boxes which release a strong pungent odor in the event of excessive journal box temperatures. When this odor is detected train must be stopped at once and box located. Compare the temperature of this box with the other boxes on the same engine or car, check the oil level, and if there is no evidence of overheating, train may proceed, but if the box is overheating, proceed only as instructed in the preceding paragraph.

Ore cars equipped with roller bearings have box cover painted orange, four inch white stripe full length of car beneath stencilled name, "GREAT NORTHERN", and "TIMKIN ROLLER BEARINGS" stencilled in black across center of white stripe.

Cars or engines equipped with roller bearings must not be allowed to stand alone, even on level track, without brakes adequately applied.

25. OSCILLATING EMERGENCY RED HEADLIGHT will be immediately displayed by day or night when a train is disabled or stopped suddenly by an emergency application of air brakes or when engineer and conductor find it necessary to stop train due to some defect which might cause accident, overrunning clearance point at meeting and waiting points, end of double track or junction.

Engineer of an approaching train observing display of emergency red headlight must stop before passing and be governed by conditions existing. If operating on adjacent track, ascertain and if safe for passage, then proceed at restricted speed until train is passed.

OSCILLATING EMERGENCY RED REAR END LIGHT is of two types—Automatic Control-Portable Manual Control—and except as otherwise provided, must be displayed by day or night each time train stops or is running at speed less than 18 MPH. Automatic Control type automatically functions in this manner. However, when train running at speed above 18 MPH and moving under circumstances in which it might be overtaken by another train or engine and during foggy and stormy weather, light may be operated manually with emergency switch and employes to afford other protection prescribed by rule.

THE USE OF EMERGENCY RED HEADLIGHT AND REAR END LIGHT DOES NOT IN ANY WAY RELIEVE ENGINEMEN AND TRAINMEN FROM RESPONSIBILITY OF COMPLYING WITH RULES 99 AND 102.

Emergency red rear end light must be extinguished: when standing at origin and terminus stations of train run; when switching being performed from rear; when on siding to be passed by another train; and, when another train operating on adjacent track is approaching from rear, but not until it is known such train is not on same track.

Portable light must be removed before coupling to rear of such car.

Oscillating white light on engines will be displayed in addition to standard headlight governed by Rules 17 and 17(B). In case of headlight failure it can be used as emergency headlight or as a focus light by push button control if desired.

Enginemen and trainmen on trains and engines equipped with oscillating emergency red lights must familiarize themselves with the operation of the lights.

26. Omitted.

27. Rule D-97 is in effect on this division.

28. Before picking up cars of peeled pulpwood from industry at any station, conductor must examine lading; if lading is not protected with woven wire to prevent sliding out on sides, or, when wire is not available, with boards and stakes, then car must not be moved from industry. The fact must be promptly reported by wire to the Superintendent.

29. Whistle Signals for Routes at Junctions and Interlockings:

Routes	Whistles
Main Track	2 short, 1 long
Diverging route	2 long
Siding	4 short
Against current of traffic	1 long, 1 short

FIRST SUBDIVISION

(Main Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between	Passenger	Freight
Central Ave. Tower and Boylston	75 MPH	50 MPH
Boylston and Foxboro	55 MPH	40 MPH
Foxboro and Coon Creek Jct.	75 MPH	50 MPH

2. SPEED RESTRICTIONS.

Duluth Terminal Bridge to G. N. Rices Point and G. N. connection to Seventh Ave. freight house, trains and engines at restricted speed not exceeding ..... 20 MPH

Bridge 14.2, Boylston, ... Passenger 35 MPH
M, N, O, P, Q, R, S.... Freight 10 MPH

Bridge 22.2, Foxboro, R ..... 20 MPH

3. TRAIN REGISTER EXCEPTIONS.

All trains register by ticket at Central Ave. Tower, Boylston, Brook Park, Coon Creek Jct., also Sandstone, except trains originating and terminating at that point.

Eastward freight trains will throw off register check at Boylston giving all information called for in train register except arrival and tie up.

4. CLEARANCE PROVISIONS AND EXCEPTIONS RULE 83(B).

(a) At Boylston, Brook Park Jct., trains for which these points are initial stations may proceed on authority of clearance under which such trains arrive, and at Boylston only when train order signal indicates proceed.

(b) Mesabi Division clearance received by first class trains and passenger extras at Minneapolis, and by other trains at Minneapolis Jct., will clear train at Coon Creek Jct. when train order signal indicates proceed.

5. RESTRICTED CLEARANCES.

Superior, bents under Fifteenth St. viaduct will not clear man on side of car or engine.

6. Extra trains will use double track in direction of current of traffic between 25th St., Superior, and Boylston without train orders or clearance. Second class trains will proceed in same manner from 25th St., Superior, to Central Ave. Tower, where they will receive train orders or clearance.

7. Saunders, during period interlocking out of service, normal position of main track switch on Seventh Subdivision leading to yard is for No. 1 track.

8. Hinckley, automatic block signal 72.1 governing westward trains, is located on left hand side of main track about 500 feet west of depot.

9. SPEED TEST BOARDS.

Engineers shall test speed of their trains passing following point as compared with Speed Table:

Westward, between MP 76 and MP 77 approximately 4 miles west of Hinckley Tower.

Eastward, between MP 77 and MP 76 approximately 8 miles east of Brook Park.

10. CROSSOVERS ON DOUBLE TRACK.

Facing Point	Trailing Point
Saunders, east crossover	Central Ave.
Boylston	Saunders, at tower.
	Saunders, west crossover

11. SPRING SWITCHES WITH FACING POINT LOCK.

Dedham, east and west siding switch.
Nickerson, east and west siding switch.
Askov, east and west siding switch.
Grasston, east and west siding switch.
Cambridge, east and west siding switch.
Bethel, east and west siding switch.
Normal position is for main track.

12. SPRING SWITCHES WITHOUT FACING POINT LOCK.

Superior, east switch of Eastward and Westward incoming tracks.
Normal position is for incoming tracks and all other roundhouse lead switches, when not in use, must be left lined for roundhouse lead.

Elevator "X", east and west of car unloader on unloading track.
Normal position of switch west of unloader is for unloading track.
Normal position of switch east of unloader is for runaround track.

13. MANUAL INTERLOCKINGS.

Central Ave. Tower .....N. P. Ry. crossing
Saunders .....junction with 7th Subdivision
Boylston .....junction with 3rd Subdivision
Hinckley Tower .....N. P. Ry. crossing
Coon Creek Jct. .....junction with N. P. Ry.

14. MANUAL INTERLOCKINGS WITH DUAL CONTROL SWITCHES.

Brook Park .....east and west siding switch
Brook Park Jct. .....junction switch to 2nd Subdivision
Hinckley Tower .....west siding switch
Sandstone .....east and west yard switch

15. AUTOMATIC INTERLOCKINGS.

73rd St., ...MStP&SSM. RR. Crossing

16. SWITCH INDICATOR.

Saunders, located at east switch of crossover on westward main track. Instructions for operation of indicator posted in adjacent box.

SECOND SUBDIVISION

(Milaca Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between	Passenger	Freight
Brook Park Jct. and East St. Cloud.....	50 MPH	40 MPH

2. SPEED RESTRICTIONS.

Bridge 46.3, Mora, R engines ..... 20 MPH
Bridge 54.2, Quamba, R engines ..... 20 MPH
Between Home Signals of Interlockings at: ..... 20 MPH
Brook Park Jct.
East St. Cloud.

3. TRAIN REGISTER EXCEPTIONS.

Milaca, register only for trains originating and terminating.

4. CLEARANCE PROVISIONS AND EXCEPTIONS RULE 83(B).

(a) At Brook Park Jct., trains for which this point is initial station may proceed on authority of clearance under which such trains arrive.

(b) At Milaca Jct., clearance under which Nos. 305 and 315 arrive will clear Nos. 316 and 306, respectively, at that point.

5. Mora, switch-key-controller located at Griswold Signals. When train or engine is stopped on main track within automatic approach control section of crossing signals and will not foul crossing, signals may be set clear for highway traffic by inserting switch key in controller and turn to right. After signals have been set clear, they may be changed to indicate "Stop" to highway traffic by inserting switch key in controller and turn to left.

6. Between St. Cloud and East St. Cloud trains will be governed as follows:

Eastward trains to 2nd Subdivision must secure clearance at St. Cloud and must know before leaving there that route is clear at N. P. Ry. crossing, East St. Cloud.

Westward trains from East Side Line will be governed by interlocking signal at N. P. Ry. Jct.

Westward trains from 2nd Subdivision will be governed by interlocking signal at East St. Cloud.

Operator East St. Cloud will secure authority from operator St. Cloud before clearing interlocking signal for westward trains.

7. SPRING SWITCHES WITHOUT FACING POINT LOCK.

St. Cloud, east yard lead switch Eighth Ave.
Normal position is for yard lead.

Eastward trains on main track have preference over eastward trains on yard lead. When an eastward train on yard lead is to move to main track while an eastward train on the main track is standing in the approach circuit, trainman shall operate push button "R" located on signal 746.

8. MANUAL INTERLOCKINGS.

East St. Cloud .....N. P. Ry. crossing

THIRD SUBDIVISION

(Main Line)

1. **MAXIMUM PERMISSIBLE SPEED FOR TRAINS.**

Between	Passenger	Freight
Boylston and Floodwood	50 MPH	40 MPH
Floodwood and Cass Lake	55 MPH	45 MPH

2. **SPEED RESTRICTIONS.**

Bridge 75.1, Floodwood, R engines ..... 20 MPH
Grand Rapids, through city limits ..... 15 MPH
Deer River, through city limits ..... 15 MPH
Between Home Signals of Interlockings at: ..... 20 MPH
Bridge 29, westward.
Schley.
Cass Lake, on all tracks over footwalk crossing located just east of coaling station ..... 8 MPH

Whistle signal must be sounded as prescribed by rule. Crossing must be cut immediately. When this crossing is blocked by coupling up train, trainmen must remain at the crossing to prevent pedestrians from crawling through the cars. Engines must not be blown down within 100 feet of this crossing.

3. **TRAIN REGISTER EXCEPTIONS.**

Boylston, all trains register by ticket.

Eastward freight trains will throw off a register check at Boylston giving all information called for in the train register except arrival and tie up.

4. **CLEARANCE PROVISIONS AND EXCEPTIONS RULE 83(B).** At Boylston, trains for which this point is initial station may proceed on authority of clearance under which such trains arrive when train order signal indicates proceed.

5. Double track extends between Boylston and Swan River, except gantlet over Bridge 29, which is governed by interlocking signals.

6. Cloquet, derails located near east end storage tracks Nos. 1 and 2 are not provided with derail signs.

7. Cloquet, when setting out cars on either end of No. 1 track be sure cars are shoved down far enough to clear N. P. Ry. crossovers.

8. Brookston, special signal consisting of horn and yellow light is located north of westward main track just west of coaling station to inform crews of eastward ore trains from Casco and Gunn lines when carmen have completed inspection and train is in condition to proceed.

Carmen will operate horn and light by means of push button located on telegraph pole about 300 feet west of block signal 58.8 in accordance with the following code:

(a) One blast of horn and one flash of yellow light indicates train will not proceed until further instructed.

(b) Two blasts of horn and two flashes of yellow light indicate train from Gunn Line may proceed.

(c) Three blasts of horn and three flashes of yellow light indicate train from Casco Line may proceed.

9. Swan River, train orders and messages delivered by hoop to eastward trains will be delivered from the south or right hand side.

10. Philbin, siding must be used by eastward trains only, unless otherwise authorized by train order.

11. Grand Rapids, switch-key-controller located on depot. When train or engine is stopped on main track within automatic approach control section of crossing signals and will not foul crossing, signals may be set clear for highway traffic by inserting switch key in controller and turn to right. After signals have been set clear, they may be changed to indicate "Stop" to highway traffic by inserting switch key in controller and turn to left.

12. Grand Rapids, when setting out cars, eastward freight trains will stop and leave train west of west switch; westward trains will stop east of the first public crossing.

13. Deer River, daily except Saturday, eastward freight trains will set out all cars destined Grand Rapids other than perishable and rush cars.

14. **SPEED TEST BOARDS.**

Engineers shall test speed of their trains passing following point as compared with Speed Table:

Westward, between MP 86 and MP 87 approximately 4½ miles west of Island.

Eastward, between MP 87 and MP 86 approximately 2 miles east of Wawina.

15. **CROSSOVERS ON DOUBLE TRACK.**

Facing Point	Trailing Point
State Line, west crossover	State Line, east crossover
Carlton, east crossover	Carlton, west crossover
Cloquet, west crossover	Cloquet, east crossover
Brookston, east crossover	Flint Pit
Brookston, 1 mile west of	Brookston, west crossover
Swan River, east crossover	Mirbat
	Floodwood
	Swan River, west crossover

16. **SPRING SWITCHES WITH FACING POINT LOCK.**

Brookston, east switch of crossover between main tracks.
Normal position is for main track.
west switch of crossover between main tracks.
Normal position is for crossover.
switch leading to Casco Line (8th Subdivision) from westward main track.
Normal position is for main track.

Swan River, end of double track.
Normal position is for eastward main track.

Philbin, east siding switch.
Normal position is for main track.
west siding switch.
Normal position is for siding.

Cass Lake, east yard switch.
Normal position is for main track.

Instructions governing operation of spring switches at Brookston:

Switch, Casco Line to storage track, is a hand operated switch. Normal position is for storage track. Reversing this switch for movement to Third Subdivision causes automatic block signals on both main tracks to indicate stop. Switch must not be lined for Third Subdivision while movement is being made between signals 57.9 and 58.0.

Block signal 58.0 located just west of the Casco line switch, between the Casco line and westward main track, governs eastward trains from Casco Line across westward main track, through the crossover, and the eastward main track.

Block signal 58.0 will display an approach indication within a few seconds after Casco Line—storage track switch is reversed for movement to Third Subdivision provided spring switches are in proper condition for movement to eastward main track and there is no conflicting train movement in the block on eastward or westward main tracks. If there is a conflicting movement approaching on either main track, the approach indication on signal 58.0 will not be displayed until a time interval of approximately two minutes has elapsed.

17. **SPRING SWITCHES WITHOUT FACING POINT LOCK.**

Cass Lake, west crossover switch to roundhouse lead
incoming roundhouse track
outgoing roundhouse track
Normal position is for tracks named.

18. **DRAGGING EQUIPMENT DETECTOR INDICATOR.**

Eastward trains, on signal 30.2 approximately
one mile west of Bridge 29.

19. MANUAL INTERLOCKINGS.

Boylston .....junction with 1st Subdivision
State Line Tower .....N. P. Ry. crossing
Carlton .....N. P. Ry. crossing

20. MANUAL INTERLOCKINGS WITH DUAL CONTROL SWITCHES.

Swan River .....crossover and junction with 10th Subdivision
Gunn .....junction with 11th Subdivision

21. AUTOMATIC INTERLOCKINGS.

Bridge 29 .....gantlet
Philbin .....east and west siding switch
Schley, 2.04 miles west of.....MStP&SSM. RR. crossing

Bridge 29:

Release for westward route on westward track is located in release box at eastward home signal.

Release for eastward route on eastward track is located in release box at westward home signal.

Cranks for hand operation of smashboards are attached by chains to the mechanism.

If train moving against the current of traffic is stopped by dwarf signal, trainman will operate release located in release box nearest the dwarf signal, and if signal does not indicate proceed when release returns to normal position, trainman may flag train through gantlet making certain that smashboard at opposite end of gantlet is in the reverse position.

Philbin:

Interlockings at the east and west siding spring switches operate automatically for all movements, except westward movements to the siding at the east switch, and eastward movements to the main track at the west switch, which require hand operation of spring switch. Eastward trains on siding take preference over eastward trains on main track approaching east switch, and westward trains on main track take preference over westward trains on siding approaching west switch. For further information see instructions posted in push button boxes, located at eastward home signal at east switch, and at westward home signal at west switch.

22. SWITCH INDICATOR.

Cloquet, Switch Indicators, each consisting of a yellow light unit (normally dark) and a switch-key-controller mounted on an iron mast, located near the east yard switch and both ends of crossover between main tracks at east end of the yard, must be operated by a member of the crew, who, together with the engineer, must observe and be governed by their indications before lining switches, fouling main track, or making crossover movement from one main track to the other.

See further instructions posted on iron mast.

FOURTH SUBDIVISION

(Main Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between	Passenger	Freight
Cass Lake and Crookston Yard	55 MPH	45 MPH

2. SPEED RESTRICTIONS.

Bemidji, through city limits ..... 6 MPH
Between Home Signals of interlockings at: ..... 20 MPH
Bemidji.
Erskine, eastward.
Crookston Yard.

3. ENGINE RESTRICTIONS ON INDUSTRY TRACKS.

Q-1 engines on Land O'Lakes Spur, Fosston ..... 5 MPH
Q-1 engines on MStP&SSM. RR. transfer track, Erskine 5 MPH

4. TRAIN REGISTER EXCEPTIONS.

Bemidji, Tilden Jct. and Crookston Yard, register only for trains originating and terminating at these stations, except Nos. 35 and 36 will register at Tilden Jct.

5. CLEARANCE PROVISIONS AND EXCEPTIONS RULE 83(B).

(a) At K Line Jct., clearance under which Nos. 105 and 107 arrive will clear Nos. 108 and 106, respectively, at that point.
(b) Mesabi Division clearance received at Crookston will clear train at Crookston Yard.

6. SPEED TEST BOARDS.

Engineers shall test speed of their trains passing following point as compared with Speed Table:

Eastward, between MP 86 and MP 87 approximately 2 miles east of Wilton.

Westward, between MP 87 and MP 86 approximately 3 miles west of Bemidji.

7. MANUAL INTERLOCKINGS.

Bemidji .....N. P. Ry. crossing
Erskine .....MStP&SSM. RR. crossing
Tilden Jct. .....N. P. Ry. crossing

8. AUTOMATIC INTERLOCKINGS.

Crookston Yard, 2.37 miles east of.....N. P. Ry. crossing

FIFTH SUBDIVISION

(Park Rapids Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between	Passenger	Freight
Park Rapids Jct. and K Line Jct.	35 MPH	30 MPH

2. SPEED RESTRICTIONS.

Between Home Signals of Interlockings at: ..... 20 MPH
Park Rapids Jct.
Wadena.

3. CLEARANCE PROVISIONS AND EXCEPTIONS RULE 83(B).

(a) At K Line Jct., clearance under which Nos. 105 and 107 arrive will clear Nos. 108 and 106, respectively, at that point.
(b) Mesabi Division clearance received at Sauk Centre will clear train at Park Rapids Jct.

4. K Line Jct., normal position south wye switch is for west leg of wye.

5. AUTOMATIC INTERLOCKINGS.

Park Rapids Jct., 0.52 miles west of .....N. P. Ry. crossing
Wadena, 0.23 miles west of .....N. P. Ry. crossing

SIXTH SUBDIVISION

(Princeton Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between	Passenger	Freight
Elk River and Milaca Jct.	20 MPH	20 MPH

2. SPEED RESTRICTIONS.

Between Home Signals of Interlocking at Elk River.... 20 MPH

3. CLEARANCE PROVISIONS AND EXCEPTIONS RULE 83(B).

(a) Mesabi Division clearance received at Elk River will clear train at N. P. Ry. Jct.

(b) At Milaca Jct., clearance under which Nos. 305 and 315 arrive will clear Nos. 316 and 306, respectively, at that point.

4. SEMI-AUTOMATIC INTERLOCKINGS.

Elk River, 0.74 miles west of .....N. P. Ry. Jct.
Complete instructions for operation of interlocking are located at "Release" box.

SEVENTH SUBDIVISION

(Allouez Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between	Passenger	Freight
Saunders and Allouez	20 MPH	20 MPH

2. SPEED RESTRICTIONS.
Between Allouez and Saunders, all trains and engines will be governed by Rule 93.

3. Double track extends between Allouez and east end Bridge A-9.

4. Extra trains will use double track with current of traffic between Allouez and east end Bridge A-9, and also single track between east end Bridge A-9 and Saunders without train orders or clearance.

5. Allouez Ore Docks, when doubling two tracks of empty cars, first pull track with the most cars down to clear then double the shorter track to it.
When coupling up a track of cars on the dock and there are cars on the outer end, set sufficient hand brakes, not less than two, on outer cars to hold slack before coupling into them.

6. Allouez Ore Dock No. 4, engines moving on Tracks 1 and 2 or 3 and 4 must stop and know there is sufficient side clearance before passing each other.

7. SPRING SWITCHES WITHOUT FACING POINT LOCK.
Allouez, Roundhouse wye tracks,
Normal position west switch is for west leg of wye,
north switch is for east leg of wye,
east switch is for north coal chute track.

8. MANUAL INTERLOCKINGS.
Saunders .....junction with 1st Subdivision

9. MANUAL INTERLOCKINGS WITH DUAL CONTROL SWITCHES.
Bridge A-9 .....End of double track.

EIGHTH SUBDIVISION

(Casco Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between	Passenger	Freight
Brookston and Kelly Lake	45 MPH	35 MPH
Bridge 59.3 and Curve 1.50 miles west of Brookston	15 MPH	15 MPH

2. AUTOMATIC INTERLOCKINGS.
Riley, 0.81 miles east of .....D. M. & I. R. Ry. crossing

NINTH SUBDIVISION

(Chisholm Line)

1. SPEED RESTRICTIONS.
All trains will approach mining spurs at restricted speed.

2. Between Duncan Jct. and depot Chisholm, all trains and engines will be governed by Rule 93.

3. Between Chisholm and DM&IR. Dunwoody Jct. trains will be governed as follows:
Between DM&IR. Dunwoody Jct. and Duncan Jct., G. N. trains will use DM&IR. Ry. tracks and be governed by their rules and special instructions.
Normal position of switch DM&IR. Dunwoody Jct. is for DM&IR. main track.
Between Duncan Jct. and G. N. Chisholm Jct., DM&IR, trains will use G. N. Ry. tracks and be governed by G. N. rules and special instructions.
Authority for train movements between Dunwoody Jct. and G. N. Chisholm Jct. is controlled by DM&IR. Ry.
Eastward trains will secure clearance and orders through DM&IR. operator at Mitchell.
Westward trains will secure clearance and orders from G. N. operator at Chisholm who must obtain authority from DM&IR. before issuing.

TENTH SUBDIVISION

(Swan River—Virginia Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between	Passenger	Freight
Swan River and Emmert	45 MPH	35 MPH
Emmert and Virginia	35 MPH	30 MPH

2. SPEED RESTRICTIONS.
All trains, except first class, will approach mining spurs at restricted speed.
Hibbing, through city limits ..... 15 MPH
Between Home Signals of Interlockings at: ..... 20 MPH
Swan River, westward.
Hibbing.
North Mitchell.
Emmert Tower.
Virginia, D. W. & P., Virmount Tower.
D. W. & P., Crescent Ave.

3. CLEARANCE PROVISIONS AND EXCEPTIONS RULE 83(B).
At North Mitchell, Ruby Jct., trains for which these points are initial stations may proceed without a clearance.

4. Double track extends between Kelly Lake and Emmert Tower. Trains or engines moving in this territory must keep to the left unless otherwise provided.
Trains and engines will run with the current of traffic between Kelly Lake and Emmert Tower without train orders or clearance.

5. Between Emmert Tower and DM&IR. Jct. east of Scranton Mine Crossing, G. N. double track will be used jointly by DM&IR. trains. G. N. rules and special instructions will govern.

6. Hibbing, push button controls located on Griswold Signals at First and Third Avenues east for manual control of crossing signals. Instructions covering use of push buttons are posted inside of box. Switch-key-controller located on north side of depot controls signals at Third Avenue east for Westward movements. When a train or engine making westward movement on westward main track is stopped between Fifth and Third Avenues east, and will not foul Third Avenue East, crossing signals may be set clear for highway traffic by inserting switch key in controller and turn to right. After signals have been set clear, they may be changed to indicate "Stop" for highway traffic by inserting switch key in controller and turn to left.

7. Between Wilpen Jct., about 2 miles east of Emmert Tower and east end DM&IR. Fraser Yard, DM&IR. trains will use G. N. main track and be governed by G. N. rules and special instructions. Normal position of switches at both points is for G. N. main track. Before fouling main track, DM&IR crews must obtain G. N. clearance.

8. Susquehanna Shaft, necessary to shove all empties under the head frame, which will not clear a man on top or side of ore car. Electric lighted sign has been placed about ten feet from the shaft on each of the four tracks under the head frame reading as follows: "Trainmen do not operate past this point. By order of the Minnesota Railroad and Warehouse Commission. (Signed) Superintendent". Crews must stop before shoving under the head frame and brakemen will walk by the shaft to a point where they can give signals in shoving empties onto the tail tracks. Fill the north tail track through the crossover first, as an engine will not go over this crossover. Then fill the south tail track. Will be necessary to pull loads off the south load track before serving the shaft as there is no runaround.

9. Virginia, trains and engines must stop before passing over crossing U. S. Highway No. 53, and a member of crew on ground at the crossing will protect movement.

10. Virginia, trains or engines going beyond "Stop" sign at Columbia Mine must stop and examine clearance between cars under direct loading pocket and runaround track.

11. **CROSSOVERS ON DOUBLE TRACK.**

Facing Point	Trailing Point
Hull Crusher	Mahoning
Ruby Jct.	Agnew
	Scranton
	Hibbing, east crossover
	Hibbing, west crossover
	North Mitchell

12. **SPRING SWITCHES WITHOUT FACING POINT LOCK.**

Kelly Lake, west switch transfer cinder pit track,
Normal position is for mallet cinder pit track.
roundhouse wye tracks,
Normal position east switch is for mallet cinder pit track,
south switch is for east leg of wye.
west switch is for west leg of wye.

13. **MANUAL INTERLOCKINGS.**

Hibbing, 0.58 miles west of .....Scranton Mine crossing
Emmert Tower .....D. M. & I. R. Ry. crossing
Virginia, 0.47 miles west of .....D. W. & P. Ry. crossing
1.20 miles west of .....D. W. & P. Ry. crossing

14. **MANUAL INTERLOCKINGS WITH DUAL CONTROL SWITCHES.**

Swan River .....crossover and junction with 3rd Subdivision.
Hibbing, 0.29 miles west of .....D. M. & I. R. Ry. Jct.
North Mitchell .....D. M. & I. R. Ry. Jct.

15. **SWITCH INDICATORS.**

Kelly Lake, 2.23 miles east of, at Agnew-Hull Rust Mine Spur,
Hibbing, 0.34 miles west of, at DM&IR. Ry. Scrap Iron Spur,
Hibbing, 0.31 miles west of, at west switch of G. N. Ry. Industry Track.

Indicator, consisting of a single yellow light unit (normally dark) and a switch-key-controller, mounted on an iron mast located at the clearance point of the turnout, must be operated by a member of the crew who is to line the switch, and who, together with the engineer, must observe and be governed by its indication before fouling the main track or lining the main track switch. See further instructions posted on iron mast.

ELEVENTH SUBDIVISION

(Gunn Line)

1. **MAXIMUM PERMISSIBLE SPEED FOR TRAINS.**

Between	Passenger	Freight
Kelly Lake and Gunn	45 MPH	35 MPH

2. **SPEED RESTRICTIONS.**

All trains, except first class, will approach mining spurs at restricted speed.

Between Home Signals of Interlockings at..... 20 MPH
Hill Annex Spur.
Majorca Mine Spur.

3. Between Calumet and oil spur, Coleraine, main track will be used jointly by G. N. and DM&IR. Rys. and authority for train movements is controlled by G. N. Ry. and G. N. rules and Special Instructions will govern.

4. Danube Mine Spur, trains must stop not less than fifty (50) feet from grade crossing with blacktop highway. Two members of crew must go out on highway and flag automobile traffic each side of crossing until train movement over grade crossing is completed.

5. Automatic block signals of color light type are located at specified points and govern train and engine movements within station limits and approaches thereto.

At Keewatin, Nashwauk and Calumet, block signals govern movements in both directions, except Keewatin to Nashwauk signals are continuous for westward movements only; at Coleraine-Canisteo, block signals govern only westward movements; at Moore, block signal located at east siding switch governs eastward movements to "End of Block" sign.

Block signal located at Mesabi Chief Mine spur normally displays indication, Rule 501 AA and governs movements from spur to main track; after lining switch, if no conflicting movement is evident on main track, movement may be made in accordance with signal indication after complying with Rule 513.

6. **SPRING SWITCHES WITH FACING POINT LOCK.**

Calumet, west new yard switch.
west old yard switch.
Normal position is for main track.

7. **SPRING SWITCHES WITHOUT FACING POINT LOCK.**

Kelly Lake, west wye switch,
Normal position is for 11th Subdivision.

8. **SWITCH INDICATORS.**

Calumet, switch indicators consisting of a single yellow light unit (normally dark), with a clockwork release and a push button mounted on an iron mast located at the clearance point of the two yard spring switches, must be operated by a member of the train crew who, together with the engineer, must observe and be governed by its indication before fouling main track or making movement from yard track to main track through these spring switches.

Bennett Mine spur, indicator consisting of a single yellow light unit (normally dark) and a switch-key-controller, mounted on an iron mast located at the clearance point of the turnout, must be operated by a member of the crew who is to line the switch, and who, together with the engineer, must observe and be governed by its indication before fouling the main track or lining the main track switch.

See further instructions posted on iron mast at each point.

WATCH INSPECTORS

Yano Bros., 1121 Tower Avenue ..... Superior, Wis.

L. G. Howatt, 1425 Tower Avenue ..... Superior, Wis.

Herbert B. Christensen, Inc., 144 E. 5th Street..... St. Paul, Minn.

Olson Jewelry Co.,
211 East Hennepin Avenue ..... Minneapolis, Minn

Oscar P. Gustafson Co., 410 Nicollet Avenue.... Minneapolis Minn.

Pomerleau & Son, 227 East Hennepin Avenue.... Minneapolis, Minn.

K. K. Thompson ..... Cass Lake, Minn.

Barker Jewelry, 217 Third Street ..... Bemidji, Minn.

Paul E. Teske ..... Hibbing, Minn.

Geary Jewelry Co., (A. J. Vitter) ..... Hibbing, Minn.

Weber Jewelry & Music Co.,
714 St. Germain Street ..... St. Cloud, Minn.

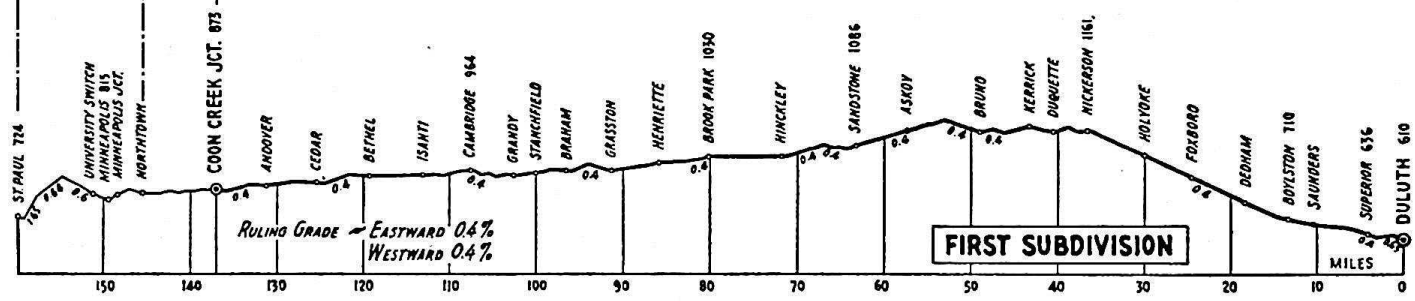
SPEED TABLE

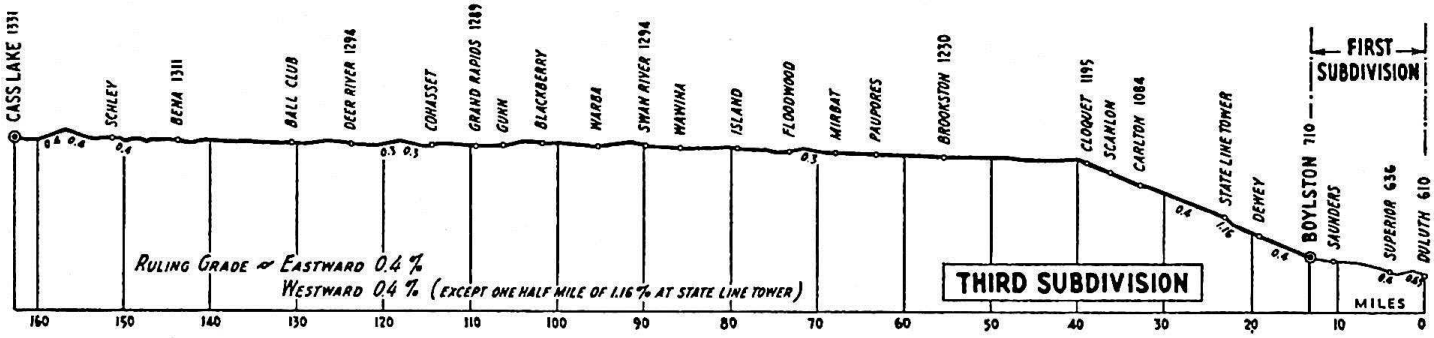
Time Min.	Per Mile Sec.	Miles Per Hour	Time Min.	Per Mile Sec.	Miles Per Hour
	40	90.0	1	12	50.0
	41	87.8	1	14	48.6
	42	85.7	1	16	47.4
	43	83.7	1	18	46.1
	44	81.8	1	20	45.0
	45	80.0	1	22	43.9
	46	78.3	1	24	42.9
	47	76.6	1	26	41.9
	48	75.0	1	28	40.9
	49	73.5	1	30	40.0
	50	72.0	1	33	38.7
	51	70.6	1	36	37.5
	52	69.2	1	39	36.4
	53	67.9	1	42	35.3
	54	66.6	1	45	34.3
	55	65.4	1	50	32.7
	56	64.2	1	55	31.3
	57	63.1	2	—	30.0
	58	62.0	2	10	27.7
	59	61.0	2	20	25.7
1	0	60.0	2	30	24.0
1	1	59.0	2	40	22.5
1	2	58.0	3	—	20.0
1	3	57.1	3	30	17.1
1	4	56.2	4	—	15.0
1	5	55.3	5	—	12.0
1	6	54.5	6	—	10.0
1	7	53.7	7	—	8.5
1	8	52.9	8	—	7.5
1	9	52.1	9	—	6.7
1	10	51.4	10	—	6.0

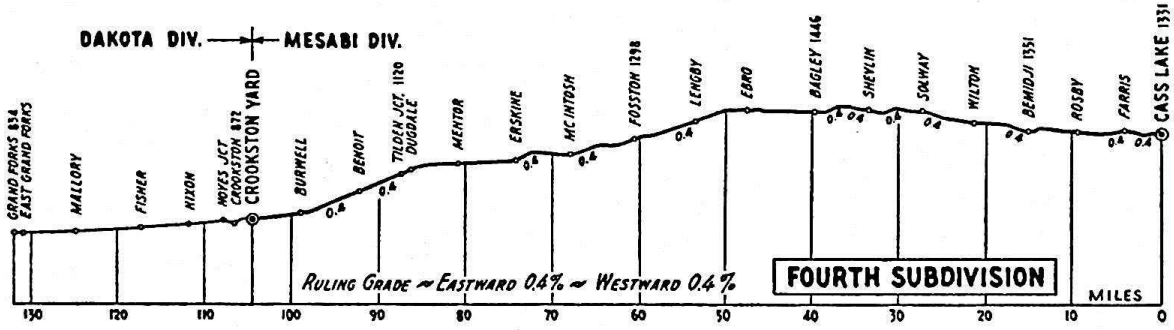
Name	Location	Capacity Cars	Switch Opens
First Subdivision			
Rural Coop. Power Ass'n Spur	2.40 miles east of Cambridge..	6	E
Federal Prison Farm Spur	1.00 miles east of Sandstone..	13	W
Third Subdivision			
Wingate	3.21 miles east of Carlton....	41	E
Lindsay Pit	2.0 miles west of Carlton....	70	E
Flint Pit	1.77 miles east of Brookston..	120	E
Hartley's Spur	1.02 miles west of Island.....	3	E
Webster Lumber Co	5.26 miles west of Schley.....	13	E
Cohasset Mill & Lumber Co.	0.50 miles east of Cohasset...	9	E
Chippewa Wood Processing Spur	0.123 miles east of Deer River	16	W
Fourth Subdivision			
Benoit Pit	2.00 miles west of Benoit.....	157	W
Fifth Subdivision			
Raboins Spur	2.56 miles west of Wilkinson..	9	E
Redwood Rendering Co	1.50 miles west of Long Prairie	35	E
Land O'Lakes Creamery Spur	0.60 miles west of Sebeka....	19	W
Peters Meat Products Spur..	0.41 miles west of Long Prairie	10	W
Tenth Subdivision			
Elbern	3.33 miles west of Buhl.....	23	E & W
Grant Mine Oil Spur	0.67 miles west of Buhl.....	6	W
Coal Spur	2.46 miles east of Buhl.....	3	E
Newcombs Oil Spur	1.00 miles east of Hibbing....	4	E
Douglas Shop Spur	2.00 miles east of Emmert....	9	W
Eleventh Subdivision			
Minn. Power & Light Spur..	1.00 miles east of Nashwauk..	15	E
Oil Spur	0.50 miles west of Coleraine..	35	W

MINE SPURS

Name	Location	Switch Opens
Stevenson, Lamberton	0.52 miles east Kelly Lake	W
Mahoning, So. Agnew, Pacific Isle	0.72 miles east Kelly Lake	W
Hull Crusher	1.6 miles east Kelly Lake	W
No. Agnew	2.1 miles east Kelly Lake	W
Scranton	2.43 miles west North Mitchell	W
Susquehanna, Weggum	0.71 miles west North Mitchell	E
Webb, Albany, Longyear	0.81 miles east North Mitchell	E
Dunwoody, Chataco	1.70 miles east North Mitchell	W
Wilpen Jct	2.60 miles east Emmert	E
Elbern	2.87 miles west Buhl	W
Grant	1.21 miles west Buhl	W
Wabigon	0.25 miles west Buhl	W
Wanless	1.4 miles east Buhl	E
Kinney, Helmar, Atkins, Wade.	2.94 miles east Buhl	E
Wacootah	3.33 miles west Virginia	E
Hanna	2.64 miles west Virginia	E
Columbia	0.47 miles west Virginia	W
Bennett, Russell, Manners, Section 18	2.73 miles west Kelly Lake	E
St. Paul, Bennett, Shaft 2	0.25 miles east Keewatin	E
Sargent, Mississippi, St. Paul-Washer	0.34 miles east Moore	E
Chieftan	0.40 miles east Moore	E
Mesabi Chief Washer Aromac Perry	0.50 miles west Moore	W
Hoadley, York, Galbraith, Argonne	0.16 miles east Nashwauk	W
Hawkins	0.37 miles east Nashwauk	E
Harrison-Quinn	0.77 miles west Nashwauk	W
Kevin-Patrick	2.26 miles west Nashwauk	W
Majorca Draper Annex, Barbara	0.73 miles east Calumet	W
Hill Annex Yard	0.60 miles east Calumet	E
Hill Annex Washer, Hill Trumbull Washer	0.70 miles east Calumet	E
Hill	0.36 miles west Calumet	E
Danube, Holman	0.37 miles east Bovey	W
Arcturas	0.25 miles east Holman Jct	W
Holman Fines	1.83 miles east Bovey	E
Greenway	2.80 miles east Gunn	W
Canisteo, Buckeye	1.50 miles west Coleraine	W







Elevation....175

MESABI DIVISION