

MAY 16 1935



MESABI DIVISION

TIME TABLE No. 39

**EFFECTIVE 12:01 A. M.
CENTRAL TIME.**

SUNDAY, MAY 19, 1935.

F. D. KELSEY, Superintendent.

J. B. SMITH, General Superintendent of Transportation.

F. J. GAVIN, General Manager.

THIRD CLASS.		SECOND CLASS.		FIRST CLASS.		Car Capacity	Station Numbers	Distances from Brook Park Jct.	STATIONS	Telegraph Calls	Distances from St. Cloud.	SIGNS.	FIRST CLASS.		SECOND CLASS.		THIRD CLASS.	
		(300) 315	411		31								32	(300) 316	412			
		Daily Ex. Sunday	Daily		Daily Ex. Sunday	Miles	Other Trains						Daily Ex. Sunday	Daily		Daily Ex. Sunday	Daily	
			L 2:17 ^h		L 6:23 ^h				BROOK PARK JUNCTION	50 50		PW 1	A 3:41 ^h					A 10:40 ^h
			2:30		* 6:32	20	J-34	5 00	QUAMBA	54 51		P	* 3:32					10:25
			2:44		* 6:46	51	J-45	10 57	MORA	58 76	MA	D P	* 3:20					10:10
			3:02		* 7:01	89	J-41	18 43	OGLVIE	61 20	GO	D PW	* 3:05					9:50
			3:18		* 7:14	24	J-34	25 21	BOCK	34 22		P	* 2:52					9:32
			L 11:36 ^h		* 7:32	50	J-20	30 33	MILACA	39 10	MU	R D PW X	* 2:42					A 10:55 ^h
			A 11:40 ^h		7:34			31 17	MILACA JCT.	28 46		P	2:34					L 10:50 ^h
			4:00		* 7:40	34	J-25	33 32	FORESTON	35 51	EN	P	* 2:29					8:55
			4:13		* 7:53	38	J-25	39 54	OAK PARK	36 09		P	* 2:17					8:41
			4:20		* 7:59	30	J-17	42 34	RONNEBY	17 22		P	f 2:11					8:33
			4:26		* 8:11	59	J-14	44 52	POLEY	13 51	FY	D PW	* 2:06					8:25
			4:36		* 8:21	38	J-10	48 57	PARENT	10 74		P	f 1:56					8:15
								58 09	N. P. RY. CROSSING	EA	1:54	DNP 1						
			5:05		f 8:37			0-47 58 30	EAST ST. CLOUD		1:33	X	f 1:40					7:40
			A 5:20 ^h		A 8:45 ^h	Yard	1390	75 50 63	ST. CLOUD	DX	0 50	RKDN WCXYO	L 1:35 ^h					L 7:30 ^h
			68 10		3 22 25 1				Time Over Subdivision Average Speed Per Hour				2 06 28 3				05 10 0	3 10 35 8

Special Rules—First and Second Subdivisions.

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

Following trains will register by card at points named:

- Boylston..... All trains.
- Central Ave. Tower..... First class westward trains, other trains not required to register.
- Brook Park..... All trains.
- Coon Creek..... All trains.

Extra trains will use double track in direction of current of traffic between 26th St. Superior, and Boylston, without running orders provided they secure proper clearance card Form A from Superintendent.

MAXIMUM SPEED.

Between	Passenger	Freight
Duluth and Bridge Switch..... Except 10 miles per hour limit opposite Clarkson Dock.	25 miles per hour	15 miles per hour
Superior and Sandstone..... Except between Boylston and Nickerson First Class.	60 miles per hour	40 miles per hour
Trains will not exceed.....	50 miles per hour	
Sandstone and Coon Creek.....	60 miles per hour	40 miles per hour
Brook Park and East St. Cloud.....	40 miles per hour	25 miles per hour

SPEED RESTRICTIONS OVER BRIDGES.

- Duluth Terminal Trestle..... Passenger trains 25 miles per hour.
Freight trains 15 miles per hour.
H-5 class engines 10 miles per hour.
Heavier than H-5 class engines prohibited.
- Bridge No. 16, Boylston..... Passenger trains 35 miles per hour.
Q-2, N-2 and O class engines 10 miles per hour.
- Bridge No. 52, Holyoke..... Q-2, N-2 and O class engines 10 miles per hour.
- Bridge No. 56, Holyoke..... Q-2, N-2 and O class engines 10 miles per hour.
- Bridge No. 60, Ogilvie..... Q-2 class engines 20 miles per hour.
- Bridge No. 39, Milaca..... Q-2 class engines 10 miles per hour.
O-3 class engines 20 miles per hour.

Trains only for which Milaca is initial and terminal station will register at that station.

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

- Eastward trains move on clearance card.
- Westward trains from East Side Line will be governed by semaphore at N. P. Ry. Jct.
- Westward trains on Second Subdivision will be governed by semaphore at East St. Cloud.
- Operator, East St. Cloud will get authority from operator St. Cloud before clearing semaphore for westward trains.
- Normal position east lead switch Fifth Ave., St. Cloud, is for Yard lead.

Supplementing Rule 509 (b), when stopped by a STOP and PROCEED signal, engineers and trainmen should understand that such signal indication may be due to an opposing train proceeding into the same block at the opposite end under an APPROACH SIGNAL indication, Rule 501 (b), and before proceeding into block every precaution consistent with running orders and the nature of the track ahead should be taken to insure safe movement through the block.

THIRD CLASS.				SECOND CLASS.		FIRST CLASS.		Car Capacity	Stations	Distance from DePue	Time Table No. 39. Effective May 13, 1915.	Telegraph Code	Distance from Cass Lake	SIGNS	FIRST CLASS.		SECOND CLASS.	
	413	421		35	33	34	36								414			
	Daily	Daily		Daily	Daily	Daily	Daily	Daily							Daily	Daily	Daily	
	L 11:58h	L 11:10h		L 9:33h	L 8:31h			2125	13.22		BOYLSTON First Subdivision Junction	J	149.40	R DNP I	A 3:15h	A 7:05h		A 12:50h
	12:10h	11:20		f 9:43	8:39		99	2	19.13		5.91 DEWEY		143.40	P	3:07	f 6:55		12:40
	12:25	11:35		9:50	8:45				23.01		3.55 STATE LINE TOWER N. P. Ry. Crossing	R	139.41	DNP I	3:02	6:49		12:30
									29.00		5.99 BRIDGE 6		133.42	I P				
	12:50	12:05h		*10:12	* 9:00		83	14	33.93		3.93 CARLTON N. P. Ry. Crossing	A	129.49	DNPW I	* 2:46	* 6:34		12:05h
				f10:17	9:05				36.19		3.25 SCANLON		126.43	P	2:39	f 6:24		11:50
	1:15	12:20		*10:26	* 9:12		90	109	38.89		3.70 CLOQUET	KN	123.73	D P X O	* 2:34	* 6:19		11:45
	2:30	1:30		*10:56	* 9:35		82	185	53.38		15.40 BROOKSTON Eighth Subdivision Junction	BN	107.24	R DN PWXY	* 2:11	* 5:54		11:10
				f11:09	f 9:46			9	63.28		7.85 PAUPORES		99.39	P	f 1:56	f 5:40		10:40
	3:00	1:46		f11:17	f 9:52			12	67.85		4.62 MIRSAT		94.77	P	f 1:49	f 5:32		10:30
	3:12	1:58		*11:29	*10:01		65	44	73.20		5.33 FLOODWOOD	OD	89.42	D P	* 1:40	* 5:24		10:15
	3:24	2:10		f11:40	10:10				79.29		6.09 ISLAND		83.33	P	1:30	f 5:12		10:00
	3:37	2:22		f11:51	f10:19			9	85.80		6.81 WAWINA		76.82	P	f 1:20	f 5:02		9:45
	3:46	* 2:35h		*12:12h	*10:27		116	176	89.70		3.96 SWAN RIVER Tenth Subdivision Junction	WA	72.82	R DN PWXY	* 1:14	* 4:56		9:30
	3:57			*12:22	f10:35		39	24	95.23		5.47 WARBA	FB	67.30	D P	f 1:04	* 4:44		9:00
	4:09			f12:32	f10:45			15	101.44		6.41 BLACKBERRY		60.98	P	f12:55	f 4:34		8:45
	4:26			12:39	10:51		82	82	106.32		4.55 GUNN Eleventh Subdivision Junction	GU	56.40	PWX Y I	12:48	4:28		8:35
	4:54			*12:52	*10:57		84	172	109.27		3.08 GRAND RAPIDS	GR	33.35	R DN PWX Y	*12:43	* 4:21		8:20
	5:09			* 1:03	f11:04		123	86	114.17		4.90 CONHASSET	CH	45.45	D P	f12:32	* 4:09		8:05
	5:44			* 1:23	*11:19		42	77	123.00		9.43 DEER RIVER	RI	39.03	DNP X	*12:18	* 3:55		7:45
	5:59			f 1:37	f11:29		70	31	130.62		7.03 BALL CLUB		32.00	P	f12:03h	f 3:42		7:20
	6:29			* 1:59	f11:46		69	38	143.03		12.91 BENA	BA	19.09	PW	f11:46	* 3:25		6:55
	6:44			f 2:14	11:58		123		151.07		7.54 SCHLEY		11.40	P	11:30	f 3:12		6:30
									153.11		3.04 N. St. P. & S. S. M. Ry. Crossing		9.31	I				
	A 7:10h			A 2:37h	A 12:16h		Yard	990	162.82		9.31 CASS LAKE	CB		RKDN PWCOYX	L 11:14h	L 2:54h		L 6:00h
	7:12 20.7	2:28 22.1		2:04 29.2	3:45 29.7						Time Over Subdivision Average Speed Per Hour				4.01 37.1	4.11 35.7		4.30 21.8

Special Rules.

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

All trains will register at Boylston by card.
Double track Boylston to Swan River, except over Gauntlet at Bridge 6, M. P. 29, which is governed by interlocking signals.
Gunn is registering station for Eleventh Subdivision trains only.

WHISTLE SIGNALS FOR ROUTES AT JUNCTIONS AND INTERLOCKING PLANTS.

Between Boylston and Cass Lake	MAXIMUM SPEED.	Passenger	Freight
		50 miles per hour.	40 miles per hour.

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

THIRD CLASS		SECOND CLASS		FIRST CLASS				Car Capacity		Time Table No. 39				SIGNS.		FIRST CLASS				THIRD CLASS	
559	551			(135) 133	33	105	35	Seats	Other Trucks	Effective May 19, 1925	Distance from Cass Lake	Distance from Crookston			36	106	(135) 134	34	552	550	
Daily Ex. Sun.	Tue., Thur. and Sat.			Daily Ex. Sun.	Daily	Daily Ex. Sun.	Daily			STATIONS					Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Mon., Wed. and Fri.	Daily Ex. Sun.	
7:30 ^{am}				12:21 ^{pm}	8:35 ^{am}	2:47 ^{pm}		Yard	490	Y106	CASS LAKE.....	101.91	06	R DNKWCY X	2:47 ^{pm}	11:40 ^{am}		11:09 ^{am}		2:45 ^{pm}	
7:45				12:27	8:43	2:53		14	Y101	4.13	PARRIS.....	102.79		P	2:40	11:32		11:03		2:30	
8:01				12:35	8:51	3:01		60	Y 05	9.75	RONBY.....	97.10		P	2:32	11:23		10:55		2:15	
										14.24	M. & I. RY. CROSSING.....	92.57		I							
8:45				12:51	9:00 ^{am}	3:19		70	182	Y 00	15.27	BEMIDJI.....	91.64	BM R	2:23	11:15 ^{am}		10:47		1:55	
9:15				1:01		3:32		70	10	Y 84	21.51	WILTON.....	85.40	N	2:06		10:34		1:10		
9:45				1:11		3:45		28	Y 78	27.58	SOLWAY.....	79.36	80	D P	1:54		10:25		12:40		
10:20				1:21		3:58		69	27	Y 72	33.75	SHEVLIN.....	73.14	VN	1:42		10:16		12:15 ^{pm}		
10:50				1:32		4:11		75	57	Y 65	40.43	BAGLEY.....	66.45	BY	1:29		10:06		11:50		
11:30				1:43		4:24		191	92	Y 58	47.77	EBRO.....	59.14	RO	1:15		9:53		11:20		
12:01 ^{pm}				1:54		4:37		70	33	Y 63	53.79	LENGBY.....	53.12	G	1:05		9:44		10:50		
12:55				2:07		4:53		70	83	Y 45	60.83	POSTON.....	46.08	FO	12:51		9:33		10:25		
1:20				2:21		5:09		70	34	Y 27	65.41	MCINTOSH.....	38.50	MC	12:36		9:20		9:45		
										74.14	MET. P. & S. S. RY. CROSSING.....	23.77		I							
1:50				2:32		5:23		72	37	Y 21	74.46	ERSKINE.....	32.46	HR	12:24		9:09		9:19		
2:15				2:44		5:38		71	34	Y 24	81.16	MENTOR.....	25.75	MR	12:11 ^{am}		8:58		8:20		
2:30				2:52		5:48		70	36	Y 18	88.74	DUDALE.....	20.17		11:58		8:50		7:50		
2:32	2:22 ^{pm}			3:15 ^{pm}	2:54	5:50				Y 17	97.84	TILDEN JUNCTION.....	19.07	DN R D P I	11:56		8:38 ^{am}	8:48	7:36 ^{am}	7:45	
2:45	2:35			3:24	3:01	6:08		70	39	Y 12	92.68	BENOIT.....	14.23		11:48		8:28	8:38	7:18	7:30	
3:21	2:50			3:35	3:11	6:07		70	34	Y 6	99.35	BURWELL.....	7.55		11:39		8:16	8:26	6:36	7:10	
										108.54	N. P. RY. CROSSING.....	4.35		P I							
3:30 ^{pm}	3:05 ^{pm}			3:45 ^{pm}	3:20 ^{pm}	6:15 ^{pm}		Yard	418	A298	CROOKSTON YARD.....	1.05	CA R	NWCYX	11:30 ^{pm}	8:05 ^{am}	8:15 ^{am}	6:15 ^{am}	7:00 ^{am}		

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

		A 8:50 ^{am}		A 3:25 ^{pm}		A 6:20 ^{pm}		1:45		CROOKSTON.....		R DNK X		11:25 ^{pm}		L 8:00 ^{am}		L 8:10 ^{am}	
8:00	43	30	2:59	25	3:28			108.91				3:17	25	88	2:54			1:25	1:43
12.1	25.8	34.1	35.1	36.6	37.2							31.9	36.5	31.0	34.1			13.0	12.5
										Time Over Subdivisions Average Speed Per Hour									

Special Rules.

Westward trains are superior to eastward trains of the same class.
Register at Bemidji, Tilden Jet. and Crookston Yard for trains originating and terminating at these stations.

SPEED RESTRICTIONS—M. & I. RY. CROSSING—BEMIDJI

All trains eight miles per hour through interlocking limits twenty-four hour period Sundays only.

MAXIMUM SPEED.

Between	Passenger	Freight
Cass Lake and Crookston Yard.....	50 miles per hour	40 miles per hour

6 FIFTH SUBDIVISION. WESTWARD. PARK RAPIDS JCT. AND CASS LAKE EASTWARD.

THIRD CLASS	FIRST CLASS	Car Capacity	Time Table No. 39				FIRST CLASS	THIRD CLASS
523	105	Subsiders Other Tracks Station Numbers Distance from Sauk Center	Effective May 15, 1935.				106	524
			STATIONS					
Daily Ex. Mon.	Daily Ex. Sunday					Daily Ex. Sunday	Daily Ex. Sun.	
	L 3:00pm	85	118	117	0 00	SAUK CENTER	AU RDNWCX	L 5:25pm

TRAINS BETWEEN PARK RAPIDS JCT. AND SAUK CENTER BE GOVERNED BY DAKOTA DIVISION TIME TABLE.

Time	Class	Car Capacity	Station Numbers	Distance from	STATIONS	Signs	Time
3:50pm	L			0 18	PARK RAPIDS JCT.		5:22pm
				0 65	N. P. Ry. CROSSING.	I	
4:20	+ 3:18	5	K-10	10 40	LITTLE SAUK		5:03
4:40	+ 3:25	13	K-14	12 56	ROUND PRAIRIE	RN	4:56
5:20	+ 3:38	81	K-15	15 00	LONG PRAIRIE	NE D W	4:47
5:50	+ 3:54	20	K-21	26 40	BROWERVILLE	VI D	4:27
6:10	+ 4:05	81	K-22	31 34	CLARISSA	RD D	4:15
6:35	+ 4:16	34	K-26	36 38	EAGLE BEND	OD D	4:03
6:55	+ 4:36	22	K-44	44 04	BERTHA	BR D	3:47
7:15	+ 4:46	27	K-45	45 07	NEWITT	HW D	3:36
7:40 8:25	+ 5:06	40	K-56	56 21	WADENA	WD D W	3:21
				58 44	N. P. Ry. CROSSING.	I	
8:45	+ 5:16	25	K-60	60 52	LEAF RIVER		3:05
9:45	+ 5:40	41	K-70	70 48	SEBEKA	SK D	2:48
10:20	+ 6:00	27	K-79	79 19	MINAHOA	ME D	2:27
10:30	+ 6:09	7	K-83	83 31	HORTON		2:18
11:10	+ 6:38	30	K-91	91 19	PARK RAPIDS	J D WX	2:03
11:25	+ 6:51	15	K-98	97 76	DORSET	DE D	1:48
11:45	+ 7:04	30	K-103	103 09	NEVIS	N D	1:38
12:20pm	+ 7:17	65	K-109	109 32	AKELEY	MN D W	1:26
1:08	+ 7:34	28	K-119	115 34	WALKER	K D	1:08
				120 34	M. & N. Ry. CROSSING		
1:23	+ 7:45	15	K-124	124 21	LEECH LAKE		12:59
1:43	+ 7:59	13	K-131	130 33	WILKINSON		12:39
2:10pm	A 8:24pm	Yard	090	Y-106	CASS LAKE	CR RKD NOWCX	12:16pm
10 20 12 15	5 21 5 2				Time Over Subdivision Average Speed Per Hour		5 12 27 4

Special Rules.
Westward trains are superior to eastward trains of the same class.
Normal position wye switch at Cass Lake is for east leg of wye.
DRAW BRIDGES.
Kabeoksa River, 3 miles west of Walker.
Steamboat River, 1 1/4 miles west of Wilkinson.
MAXIMUM SPEED.
Between Park Rapids Jct. and Cass Lake Passenger 40 miles per hour. Freight 25 miles per hour.

SIXTH SUBDIVISION. WESTWARD. N. P. RY. JCT. AND MILACA JCT. EASTWARD.

SECOND CLASS	Car Capacity	Time Table No. 39				SECOND CLASS
305	Bridges Other Tracks Station Numbers Distance from Elk River	Effective May 15, 1935.				306
		STATIONS				
Daily Ex. Sunday					Daily Ex. Sunday	
	L 8:52pm	0 25	0 00	ELK RIVER	Q DN W	A 1:37pm

TRAINS BETWEEN N. P. RY. JCT. AND ELK RIVER BE GOVERNED BY N. P. RY. TIME TABLE.

Time	Class	Car Capacity	Station Numbers	Distance from	STATIONS	Signs	Time
L 8:54pm				0 74	N. P. RY. JCT.	WR I	A 1:25pm
+ 9:25		32	H-11	10 23	ZIMMERMAN		+ 1:00
+ 10:05		47	H-20	19 16	PRINCETON	OT D W X	+ 12:30
+ 10:20		22	H-24	23 38	LONG'S SIDING		+ 12:10pm
+ 10:38		16	H-29	29 58	PEASE	EA	+ 11:55
A 10:50pm				32 35	MILACA JCT.	P	L 11:40pm

TRAINS BETWEEN MILACA JCT. AND MILACA BE GOVERNED BY SECOND SUBDIVISION SCHEDULES.

Time	Class	Car Capacity	Station Numbers	Distance from	STATIONS	Signs	Time
A 10:55pm				3 28	MILACA	MU R DPWC X	L 11:35pm
1 56 16 4					Time Over Subdivision Average Speed Per Hour		1 45 15 1

Special Rules.
Westward trains are superior to eastward trains of the same class.
MAXIMUM SPEED.
Between Elk River and Milaca Jct. All trains 25 miles per hour.

SEVENTH SUBDIVISION. WESTWARD. ALLOUEZ AND SAUNDERS. EASTWARD.

Car Capacity	Time Table No. 39				STATIONS	Signs
Bridges Other Tracks Station Numbers Distance from Allouez	Effective May 15, 1935.				ALLOUEZ	RKPWCOYXI
	STATIONS					
Yard 4945	YA 26			4 35	SAUNDERS	P X I
Yard 166	J 130	4 38	Double Track		From Subdivision Jct.	

WESTWARD. EIGHTH SUBDIVISION. EASTWARD. BETWEEN BROOKSTON AND KELLY LAKE.

Car Capacity	Station Numbers	Time Table No. 39				STATIONS
Bridges Other Tracks Station Numbers Distance from Brookston		Effective May 15, 1935.				BROOKSTON
		STATIONS				
89	168	Y 212			30 33	R DN PW C X Y
		10	YD 4	3 31	ARLBERG	P
		44	YD 11	11 30	BADEN	P
		74	YD 31	31 18	DUMELANE	PW
		17	YA 1	31 07	CASCO	P
		16	YA 12	37 03	ONEGA	P
				43 04	D. M. & N. RY. CROSSING	I
		17	YA 10	44 45	RILEY	P
Yard 1200	YD 389	60 33			KELLY LAKE	RKDNPW OYX

WESTWARD. NINTH SUBDIVISION. EASTWARD. BETWEEN CHISHOLM AND EMMERT TOWER.

Car Capacity	Station Numbers	Time Table No. 39				STATIONS
Bridges Other Tracks Station Numbers Distance from Chisholm		Effective May 15, 1935.				CHISHOLM
		STATIONS				
		55	YC 1		10 78	CM D P X
				0 75	Jct. with D. M. & N. Ry.	10 00
				2 45	DUNWOODY	8 10
				1 38	Jct. with D. M. & N. Ry.	
Yard 108	YD 59	4 58			EMMERT TOWER	RN 6 32 P I

WESTWARD.		TENTH SUBDIVISION—BETWEEN VIRGINIA AND SWAN RIVER.										EASTWARD.	
SECOND CLASS	FIRST CLASS		Car Capacity		Stations	Distance from Virginia	Time Table No. 39. Effective May 15, 1935	Telegraph Code	Distance from Swan River	SIGNS.	FIRST CLASS		SECOND CLASS
	77 D.M.&N.	75 D.M.&N.	Billings	Other Trucks							76 D.M.&N.	78 D.M.&N.	422
	Daily	Daily									Daily	Daily	
			Yard 130	YD17	VIRGINIA	YA	46.78	R D P XY					
					D. W. & P. RY. CROSSING		50.20	I					
					D. M. & N. RY. CROSSING		52.76						
					D. W. & P. RY. CROSSING		55.32	I					
					D. M. & N. RY. CROSSING		61.01						
			45	YD7	LUCKNOW		62.44	PW					
			51	YD4	BUHL	BU	65.86	DP					
			Yard 127	YD30	EMMERT TOWER D. M. & N. RY. CROSSING Ninth Subdivision Junction		61.07	PW IX					
					NORTH MITCHELL		60.96	P X					
					RUBY JCT.		60.14	R P X					
					SOUTH HIRSHING	AC	59.12	R DP X					
					SCRANTON MINE CROSSING		58.55	I X					
			Yard 1300	Y B 25 1/2	KELLY LAKE Eighth and Eleventh Subdivision Junctions	KY	55.45	RKDNPWC X OY					
					LYNWOOD		17.81						
					BENDAL		14.65	P					
					ACROPOLIS		8.87						
					GOODLAND		6.17	P					
			114	Y178	SWAN RIVER Third Subdivision Junction	WA		R DNPWC X Y					
					Time Over Subdivision Average Speed Per Hour								
							21.0						

Special Rules.

SEVENTH, EIGHTH, NINTH, TENTH AND ELEVENTH SUBDIVISIONS.

MAXIMUM SPEED.

Between	Passenger	Freight
Standers and Allowez	20 miles per hour	20 miles per hour
Brockton and Kelly Lake	25 miles per hour	25 miles per hour
Swan River and Virginia	45 miles per hour	35 miles per hour
Kelly Lake and Gunn	45 miles per hour	35 miles per hour

DOUBLE TRACK EXTENDS FROM ALLOUEZ TO BRIDGE A-3.

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

All except first class trains will approach all mining spurs at restricted speed, expecting to find main track occupied.

Home signals located 500 feet in advance of block stations at Calumet and Holman Jet, govern approach of train into block territory. Automatic signal located one thousand feet east of Arcturus Mine track connection switch protects movements in and out of this track. Staff rules as now in effect are modified to extent that D. M. & N. trains going into Arcturus Mine will be governed exclusively by home signal indications and authority of staff operators.

Westward D. M. & N. trains from Arcturus Mine to main line will be authorized by block operator at Holman Jet, over telephone in iron box located on pedestal at connection switch. The connection switch and derailed located at fouling point on Arcturus Mine track are electrically locked from block station at Holman Jet.

RULES GOVERNING THE OPERATION OF DOUBLE TRACK BETWEEN KELLY LAKE AND EMMERT TOWER.

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

WESTWARD.		ELEVENTH SUBDIVISION—BETWEEN KELLY LAKE AND GUNN.										EASTWARD.	
THIRD CLASS	FIRST CLASS		Car Capacity		Stations	Distance from Kelly Lake	Time Table No. 39. Effective May 15, 1935	Telegraph Code	Distance from Gunn	SIGNS.	FIRST CLASS.	THIRD CLASS.	
	87 D. M. & N.	Daily	Billings	Other Trucks							88 D. M. & N.	Daily	
			Yard 1300	YB25 1/2	KELLY LAKE Eighth and Tenth Subdivision Junctions	KY	31.32	RKDNPWC OYX					
					KREWATIN	KW	37.30	D P					
					MOORE		38.16						
			Yard 511	YD74	NASHWAUK	N	21.73	D PW X					
					CALUMET	CU	18.13	D PW X					
					MARBLE	RB	14.94	D P X					
					HOLMAN JCT.	HO	10.74	P					
					TACONITE JCT.	NI	9.72						
					ROVEY	RY	7.89	D P					
					COLERAINE	CB	7.05	D P					
			81	Y 141	GUNN Third Subdivision Junction	GU		R PW X Y					
					Time Over Subdivision Average Speed Per Hour								
							21						

INSTRUCTIONS TO TRAINMEN ON OPERATIONS OF AUTOMATIC AND SEMI-AUTOMATIC INTERLOCKING PLANTS

AUTOMATIC INTERLOCKING.

Bridge 6..... M. P. 20 Third Sub-Div. Gauntlet.
Schley..... 2.04 West of M. St. P. & S. S. M. Ry.
Wedena..... 0.23 West of N. P. Ry.
Crookston Yard 2.37 East of N. P. Ry.
Park Rapids Jct. 0.52 West of N. P. Ry.

SEMI-AUTOMATIC INTERLOCKING.

Elk River..... 0.74 West of N. P. Ry.

SCHLEY-WEDENA, PARK RAPIDS JCT. AND CROOKSTON YARD N. P. CROSSING

STANDARD INTERLOCKING RULES 601 TO 635, INCLUSIVE, SUPPLEMENTED BY THE FOLLOWING SHALL GOVERN IN THE USE OF THE AUTOMATIC INTERLOCKING PLANTS.

If a train is stopped by a home signal and no immediate conflicting train movement is evident, trainman shall proceed to the crossing and operate hand release located in iron box marked "RELEASE" and locked with a standard switch lock. Turn knob to the right until stopped, hold a few seconds and let go. Clockwork movement will return pointer to the zero or "NORMAL" position after a period of from one to two minutes. Under ordinary conditions the completion of the return movement should cause home signal to indicate "PROCEED". If home signal desired does not indicate "PROCEED" and no smash boards are in use, trainman may flag train over the crossing after making certain that conflicting home signals are in the "STOP" position and no conflicting train movement is evident.

In addition, if smash boards are in use, and are in the "REVERSE" position on the route desired and operation of the hand release does not clear the proper home signal, trainman shall signal his train to proceed over the crossing, after making certain that home signals and smash boards on the conflicting route are in the "NORMAL" position. If smash boards on the route desired are not in the "REVERSE" position and operation of hand release does not clear the proper home signal, trainman shall operate smash board to the "REVERSE" position by hand, and may then, if home signal desired does not indicate "PROCEED", signal his train to proceed over the crossing, after making certain that home signals and smash boards on the conflicting route are in the "NORMAL" position.

TO OPERATE SMASHBOARD MECHANISM BY HAND.

Crank for operation of smash board mechanism by hand is located in the "RELEASE" box at the crossing. Crank must be inserted in shaft on back of smash board mechanism, after opening small cover locked with a standard switch lock. Crank shall be turned slowly and uniformly until movement has made its entire stroke and smash board has been moved downward to the vertical position. When operation is completed small cover must be locked and crank returned to the "RELEASE" box.

Bridge 6—Third Subdivision.

If a train is stopped by a home signal and no immediate conflicting train movement is evident, trainman shall proceed to home signal governing train movements in opposite direction, at the other end of the gauntlet, and operate hand release located in iron box marked "RELEASE" and locked with a standard switch lock. Turn knob to the right until stopped, hold a few seconds and let go. Clockwork movement will return pointer to the zero or "NORMAL" position after a period of from one to two minutes. Under ordinary conditions the completion of the return movement should cause home signal to indicate "PROCEED."

If smash board on the route desired is in the "REVERSE" position and operation of hand release does not clear the proper home signal, trainman shall signal his train to proceed over the gauntlet, after making certain that home signal and smash board on the conflicting route is in the "NORMAL" position.

If smash board on the route desired is not in the "REVERSE" position and operation of hand release does not clear the proper home signal, trainman shall operate smash board to the "REVERSE" position by hand, and may then, if home signal desired does not indicate "PROCEED," signal his train to proceed over the gauntlet after making certain that home signal and smash board on the conflicting route are in the "NORMAL" position.

If train moving against regular current of traffic is stopped by a dwarf home signal trainman will operate release located in "RELEASE" box nearest the dwarf home signal, and if signal does not indicate proceed when release returns to normal position, trainman may flag train through gauntlet, making certain that smash board at opposite end of gauntlet is in the "REVERSE" position.

To Operate Smash board Mechanism by Hand.

Located in an iron box on a post and marked "CRANK" is the operating hand crank for the mechanism operating the smash board and torpedo machine. This box is locked with a standard switch lock. Crank should be taken out of box and inserted in the shaft on top of the operating mechanism, after opening the door locked by a standard switch lock. The crank should be turned slowly and uniformly until movement has made its entire stroke, in which position smash board will be "REVERSED." If home signal clears under these conditions train may proceed in the regular manner, except that trainman shall remove crank from the mechanism retaining it until entire train has passed smash board, when it must again be placed in the crank box and locked. **UNDER NO CONDITION SHALL CRANK BE PLACED IN CRANK BOX UNTIL AFTER ENTIRE TRAIN HAS PASSED THE SMASH BOARD.**

ELK RIVER N. P. RY. JUNCTION.

Train movements from westward main track to G. N. Princeton Line train will stop at westward home signal. Trainman will operate electric switch lock and reverse the switch and derail by throwing lever of junction ground throw switch machine. Bottom arm of westward home signal will then clear.

Train movements from G. N. Princeton Line to eastward main track train will stop at G. N. home signal. Trainman will push button of both eastward and westward switch indicators and if both indicators show clear he may operate electric switch locks and reverse junction and crossover switches by throwing levers of ground throw switch machines. The top arm of eastward G. N. home signal will then clear.

Train movements over crossover train will stop at dwarf signal for route desired. Trainman will push button of switch indicator for track to which move is to be made. If indicator shows clear he may then operate the electric switch lock and reverse crossover by throwing lever of ground throw switch machine. The dwarf signal for route should then clear.

TO OPERATE ELECTRIC SWITCH LOCKS.

Open bottom door of iron box marked "ELECTRIC LOCK" and push the "PUSH BUTTON". If lock indicator above clear switch may be unlocked by turning handle to left. Handle must be returned to normal position before door can be locked. If indicator does not show clear when button is pushed and no conflicting train movement is evident electric switch lock may be released by operating time release.

TO OPERATE TIME RELEASE.

Open top door of iron box marked "RELEASE" and turn knob of release to right until stops. Hold 3 seconds and then release. The clockwork will return to normal position in two minutes which should release electric lock as shown by indicator.

TO OPERATE SMASH BOARD MECHANISM.

Attached by a chain to smash board mechanism located near base of mast of main line home signals is a small crank which may be placed over a shaft of operating mechanism after opening small door locked with a switch lock. Turn crank slow to left until smash board has been moved to clear position being sure the stroke has been completed. Remove crank and lock door.

ALL APPARATUS MUST BE RETURNED TO NORMAL POSITION AND LOCKED WITH SWITCH LOCKS PROVIDED BEFORE LEAVING.

NAME	LOCATION	OPENS	CAPACITY
First Subdivision			
Howe's Spur	1.38 miles east of Henriette	West	9 Cars
Second Subdivision			
Brunson	2.21 miles west of Mora	East	4 Cars
Third Subdivision			
Wingate	3.21 miles east of Carlton	West	58 Cars
Flint	1.77 miles east of Brookston	East	132 Cars
Hartley's Spur	1.02 miles west of Island	West	8 Cars
Page & Hills	1.37 miles west of Schley	West	11 Cars
Webster Lumber Co.	5.26 miles west of Schley	East	13 Cars
Fourth Subdivision			
Thomson's	3.41 miles west of Benoit	West	7 Cars
Fifth Subdivision			
Kandota	3.14 miles east of Little Sank	East & West	4 Cars
Wadena Potato Spur	3.06 miles east of Wadena	East	7 Cars
Raboin's Spur	2.56 miles west of Wilkinson	East	9 Cars
Rockwood	5.21 miles east of Sebeka	East	7 Cars
Tenth Subdivision			
Morrell	3.34 miles east of Swan River	East	10 Cars
Coal Spur	2.46 miles east of Buhl	East	3 Cars
Eleventh Subdivision			
Range Sand Line & Brick Company	3.01 miles west of Nashwauk	West	16 Cars
Kevin Siding	2.97 miles west of Nashwauk	East & West	28 Cars

SPECIAL RULES.

Rule 671 to 671 (J), inclusive, amended as follows:
 The speed of trains through the Approach and Home signal zones of an interlocking plant shall not exceed thirty miles per hour.
 Trains moving against the current of traffic on double track through interlocking plants, or where governed by dwarf signals shall not exceed eight miles per hour.
 Conditions may require a further speed restriction for all trains, per special rules, and at draw bridges the speed of trains shall not exceed eight miles per hour.
 The letter "I" in column headed "SIGNS" indicates interlocking plant.

MAXIMUM SPEED.

Loaded ore trains 25 miles per hour.
 Engines backing up 20 miles per hour.

MINE SPURS.

NAME	LOCATION
Stevenson, Lambertson	0.89 miles east Kelly Lake
Mahoning, St. Agnew, Smith, Agnew	1.81 miles east Kelly Lake
Servatos	2.43 miles west North Mitchell
Susopolans	0.71 miles west North Mitchell
Webb, Albany, Alexandria	0.81 miles east North Mitchell
Dunwoody, Bruce	1.70 miles east North Mitchell
Killings	2.03 miles west Buhl
Drew	1.46 miles west Buhl
Grant	1.21 miles west Buhl
Walgen	0.25 miles west Buhl
Harold-South Uno	1.53 miles east Kelly Lake
Una	2.08 miles east Kelly Lake
Margaret	0.82 miles east Buhl
Kinney, Wade, Helmar	2.94 miles east Buhl
Wanotah	3.83 miles west Virginia
Hanna-Pilot, Wheeling	2.64 miles west Virginia
Columbia, Commodore	0.47 miles west Virginia
Bennett Shaft No. 1	2.73 miles west Kelly Lake
St. Paul, Bennett	0.25 miles east Kewadin
Sargent, Mesaba Chief Nos. 2 and 3, Mississippi	0.34 miles east Moores
La Rue, Shada	0.16 miles east Nashwauk
Hawkins	0.37 miles east Nashwauk
York	0.37 miles west Nashwauk
Harrison-Quinn	0.77 miles west Nashwauk
Kerin-Patrick	2.26 miles west Nashwauk
Majors	0.73 miles east Calumet
Hill Annex	0.60 miles east Calumet
Hill Annex Waaber	0.70 miles east Calumet
Hill	0.36 miles west Calumet
Danube, Orwell	0.37 miles east Bovey
Holman	1.83 miles east Bovey
Greenway	2.80 miles east Gonn
Castro	1.50 miles east Colorado

COMPANY SURGEONS.

- Dr. Roscoe C. Webb..... Chief Surgeon..... Office phone Main 7508, Home 4101, Colfax, 1549 Medical Arts Building, 9th Street and Nicollet Ave., Minneapolis, Minn.
- Dr. H. M. N. Wynne..... Assistant Chief Surgeon..... Minneapolis, Minn.
- Dr. Ernest R. Anderson..... Assistant to Chief Surgeon..... Minneapolis, Minn.
- Dr. F. J. Savage..... Division Surgeon..... St. Paul, Minn.
- Dr. F. C. Sarasin..... Division Surgeon..... Superior, Wis.
- Dr. W. H. Schnell..... Assistant Division Surgeon..... Superior, Wis.
- Dr. Egl Boeckmann..... Chief Ophthalmic Surgeon..... St. Paul, Minn.
- Dr. C. N. Spratt..... Ophthalmic Surgeon..... Minneapolis, Minn.
- Dr. R. C. Smith..... Ophthalmic Surgeon..... Superior, Wis.
- Dr. C. B. Lewis..... Assistant Division Surgeon..... St. Cloud, Minn.
- Dr. A. D. Whiting..... Ophthalmic Surgeon..... St. Cloud, Minn.

LOCAL SURGEONS.

- | | |
|--------------------------------------|---|
| Dr. Arthur C. Craine..... Anoka. | Dr. H. E. Binet..... Grand Rapids. |
| Dr. Leroy J. Larson..... Hagley. | Dr. C. E. Sisler..... Grand Rapids. |
| Dr. L. Gilmore..... Bemidji. | Dr. B. S. Adams..... Hibbing. |
| Dr. Elmer W. Johnson..... Bemidji. | Dr. E. L. Stephan..... Hinkley. |
| Dr. A. W. Shaw..... Buhl. | Dr. R. L. & C. R. Christie..... Long Prairie. |
| Dr. Chas. Swenson..... Braham. | Dr. H. J. Kooker..... Milaca. |
| Dr. W. W. Will..... Bertha. | Dr. M. F. Hayes..... Nashwauk. |
| Dr. L. H. Hedenstrom..... Cambridge. | Dr. C. A. Huston..... Park Rapids. |
| Dr. James Fleming..... Cloquet. | Dr. H. C. Cooney..... Princeton. |
| Dr. Raiter & Raiter..... Cloquet. | Dr. H. P. Dredge..... Sandstone. |
| Dr. E. E. House..... Cass Lake. | Dr. H. W. Goehrs..... St. Cloud. |
| Dr. O. L. Bertelson..... Crookston. | Dr. C. D. Sutton..... St. Cloud. |
| Dr. Arthur Kahala..... Crookston. | Dr. J. A. & J. F. DuBois..... Sank Center. |
| Dr. A. N. Collins..... Duluth. | Dr. T. J. O'Leary..... Superior. |
| Dr. G. A. Miners..... Deer River. | Dr. A. H. Borgeson..... Sebeka. |
| Dr. E. E. Harrett..... Floodwood. | Dr. C. R. Leont..... Virginia. |
| Dr. G. A. Holdridge..... Foley. | Dr. H. B. Ewens..... Virginia. |
| Dr. R. Turnbull..... Fosston. | Dr. T. C. Davis..... Wadena. |

C. E. HORNBECK,
Chief Dispatcher.

W. J. HOPE,
Chief Dispatcher.

E. F. BAILEY,
Trainmaster.

T. J. MASON,
Trainmaster.

D. J. FLYNN,
Assistant Superintendent.

Water.....★
 Fuel.....◆
 Elevation...|

