

MEDICINE CASES

23. Cases containing medicines, bandages, first aid instructions, etc., are supplied in each engine, baggage car, caboose and yard office.

Stretchers are provided in each baggage car, caboose and yard office.

When seals on medical or stretcher cases are broken report must be made to Superintendent with the number of seal removed and of seal applied.

24. COMPANY'S MEDICAL SERVICE

WEST DULUTH CLINIC.....404 N. Central Avenue, West Duluth
Dr. O. L. McHaffie, Chief Surgeon, Missabe Division

PROCTOR CLINIC

Drs. Knapp and Olson, Oculists.....812 Medical Arts Building, Duluth
The More Clinic.....Eveleth

Dr. H. B. Ewens—Lenont-Peterson Clinic—Municipal Hospital. Virginia

Dr. R. L. Bowen— Mesaba Clinic Hibbing General Hospital. Hibbing

Mesaba Clinic — Ambulance Service to Hibbing Available.....Coleraine

Mesaba Clinic — Ambulance Service to Hibbing Available.....Chisholm

Mesaba Clinic — Ambulance Service to Hibbing Available.....Buhl

Bray Hospital.....Biwabik

TWO HARBORS HOSPITAL, Two Harbors

Shipman Hospital.....Ely

Soudan Hospital.....Tower and Soudan

Dr. I. T. Dahlin.....Aurora

Dr. M. L. Strathern.....Gilbert

Bray Hospital.....Biwabik

More Hospital.....Eveleth

Dr. H. B. Ewens.....Virginia

★

J. P. BIRCH,
Trainmaster

W. J. ZACHER, SR.,
Trainmaster

C. F. KENNIGER,
Trainmaster

S. F. SPURBECK,
Chief Train Dispatcher

A. A. JORDAN,
Assistant Chief
Train Dispatcher

★

DULUTH MISSABE AND IRON RANGE RAILWAY COMPANY



TIME TABLE No. 83

In Effect at 12:01 A. M. Central Standard Time

Sunday, June 13, 1948

FOR THE GOVERNMENT OF
EMPLOYEES ONLY

P. H. VAN HOVEN,
President

A. L. LEDIN,
Vice President and
General Manager

E. W. CONLIFF,
Superintendent

D. A. DONOVAN,
Asst. Superintendent

C. HASSETT,
Asst. Superintendent

MISSABE DIVISION

North Bound

DULUTH TO HIBBING

South Bound

FIRST CLASS				Water, Coal, Stokes and Wyes	Station Numbers	Distance from Missabe Junction	Time Table No. 83 June 13, 1948		Telegraph Calls	FIRST CLASS			
Daily							Daily						
13 Pass. PM	3 Pass. AM	1 Pass. AM	2 Pass. PM				4 Pass. PM						
		8.20			0		L	D M	4.10				
		8.26			2	.0	DULUTH.....A						
		8.32			5	2.30	Inter-Locker MISSABE JCT.....	M A	4.03				
		8.30			10	7.11	57th AVE. W.....	K S	3.45	3.55			
		8.50			12	8.78	PROCTOR.....		3.40				
		8.35			17	10.75	ELWOOD.....		3.36	3.46			
		9.00			22	14.20	ADOLPH.....		3.31				
		8.49			24	20.97	MUNGER.....		3.22	3.32			
		9.13			28	22.40	SAGINAW.....	R A	3.18				
		8.55			31	26.10	GRAND LAKE.....		3.11	3.21			
		9.00			34	28.73	BURNETT.....	B U	3.06				
		9.04			39	31.38	CULVER.....		3.01	3.11			
		9.05			43	32.32	Inter-Locker COLERAINE JCT.....	Q N	3.00	3.10			
		9.49			47	36.69	ALBORN.....	R N	2.45				
		9.57			51	41.19	BIRCH.....		2.39				
		10.02			53	45.05	PAYNE.....		2.33				
		10.09			55	49.07	KELSEY.....		2.27				
		10.16			58	53.07	SAX.....		2.21				
		10.21			63	55.64	FENS.....		2.17				
		10.28			65	60.14	ZIM.....		2.11				
		10.30			66	60.85	FORBES.....		2.09				
	2.10	10.46			68	63.46	KEENAN.....		2.06				
		10.52			C3	65.67	C.T.C. IRON JCT.....	J C	1.53				
		10.56			C6	68.18	WOLF.....		1.47				
		11.03			C11	72.49	MACON.....		1.41				
		11.17			C14	76.67	Inter-Locker SHERWOOD.....	S D	1.31				
		11.30			80.34	79.48	WILPEN.....		1.23				
		11.38			81.00	79.79	G. N. Interlocker.....		1.19				
		11.38			81.23	80.34	MITCHELL.....	M C	1.15				
		11.38			82.29	81.00	NORTH MITCHELL.....						
		11.38			82.29	81.23	R. R. Crossing.....						
		11.38			82.29	81.23	RUBY JCT.....						
		11.38			82.29	82.29	HIBBING.....L	A C					

D. M. & I. R. Trains are governed by G. N. Ry. Time Table, Signals, Rules and Instructions between North Mitchell and Hibbing. Scott is flag stop for trains 1 and 2.

MISSABE DIVISION

North Bound *Wolf to Mt. Iron* South Bound

		Time Table No. 83 June 13, 1948			
	Water, Coal, Scales and Wyes	Station Numbers	Distance from Wolf	STATIONS	Telegraph Calls
	Y	68	.0	L.....WOLF.....A.	
	CYW	75	5.99	A.....MOUNT. IRON...L.	MR

North Bd. *KEENAN CUT OFF* South Bd.

		Time Table No. 83 June 13, 1948			
	Water, Coal, Scales and Wyes	Station Numbers	Distance from Keenan	STATIONS	Telegraph Calls
		65	0	L.. CTC.. KEENAN.....A.	
			3.57	.....KIRK.....	
		C6	8.05	A ^{Inter-locker}.....SHERWOOD.....L.	S D

North Bd. *Sherwood to Fraser* South Bd.

		Time Table No. 83 June 13, 1948			
	Water, Coal, Scales and Wyes	Station Numbers	Distance from Sherwood	STATIONS	Telegraph Calls
		C6	0	L.. SHERWOOD ..A	S D
		G2	3.08	.....HELMER JCT.....	
		G3	3.26	.....FRASER JCT.....	
		G4	3.74	.....BUHL.....	
		G5	4.49	.....GN CONNECTION.....	
	WCY	G6	6.22	A.....FRASER.....L	

WILPEN TO CHISHOLM North Bound South Bound

		Time Table No. 83 June 13, 1948			
	Water, Coal, Scales and Wyes	Station Numbers	Distance from Wilpen	STATIONS	Telegraph Calls
	Y-W	C11	0	L.....WILPEN.....A.	
		D2	1.63	.....CHISHOLM JCT.....	
			2.51	.....DUNCAN JCT.....	
		D4	4.32	A.....CHISHOLM.....L.	C H

D. M. & I. R. Trains are governed by G. N. Ry. Time Table, Signals, Rules and Instructions between G. N. Connection and Fraser.

MISSABE DIVISION

CHISHOLM JUNCTION TO SHENANGO

North Bd.

South Bd.

	Water, Coal, Scales and Wyes	Station Numbers	Distance from Chisholm Junction	Time Table No. 83 June 13, 1948 STATIONS	Telegraph Calls
		D2	0	L.....CHISHOLM JCT.....A. 1.72	
		K2	1.72	A.....SHENANGO.....L	

HULL RUST BRANCH

North Bound

South Bound

	Water, Coal, Scales, and Wyes	Station Numbers	Distance from Hull Junction	Time Table No. 83 June 13, 1948 STATIONS	Telegraph Calls
	Y	E22	0	L.....HULL JCT.....A. 5.12	
		J 5	5.12	.....BUNKER..... 4.13	
		J10	9.25	.....FREDERICK..... 2.39	
		J12	11.64	Inter-Locker G. N. ....RILEY..... 3.93	
		J15	15.57	.....PANAMA..... 0.11	
		J16	15.68	.....CRUSHER JCT..... 0.95	
	YWC	J17	16.63	A.....RUST.....L	

SPIRIT LAKE BRANCH

South Bound

North Bound

	Water, Coal, Scales, and Wyes	Station Numbers	Distance from Adolph	Time Table No. 83 June 13, 1948 STATIONS	Telegraph Calls
	Y	12	0	L.....ADOLPH.....A. 4.53	
		R7	4.53	.....NEVADA..... 3.30	
		R10	7.83	.....BREWER..... 3.34	
	WYO C	R11	11.17	.....STEELTON..... 3.95	S N
			15.12	R.R. Crossing—N.P. Ry. 0.85	
			15.97	R.R. Crossing—N.P. Ry. 1.00	
			16.97	R.R. Crossing—N.P. Conn. 0.03	
			17.00	R.R. Crossing—Soo Line 0.41	
			17.41	R.R. Crossing—D.W.&P. Ry. 1.90	
	WC	2	19.31	A.....MISSABE JCT.....L	M A

INTER-STATE BRANCH

South Bound

North Bound

	Water, Coal, Scales, and Wyes	Station Numbers	Distance from Steelton	Time Table No. 83 June 13, 1948 STATIONS	Telegraph Calls
	WYO C	R11	0	L.....STEELTON.....A. 4.33	S N
		R16	4.33	Inter-Locker N.P. Ry. ....POKEGAMA JCT... 2.05	
		R18	6.38	.....SAUNDERS..... 1.82	
		R19	8.20	Interlocker Soo Line Ry. ....AMBRIDGE... 2.61	
		R22	10.81	.....PEYTON..... 1.04	
		R23	11.85	A.....SOUTH ITASCA.....L	

IRON RANGE DIVISION

North Bound

DULUTH TO ELY

South Bound

FIRST CLASS			Water, Coal, Scales, and Wyes	Distance from Duluth	Station Numbers	Time Table No. 83		Telegraph Calls	FIRST CLASS		
Daily						June 13, 1948			Daily		
Iron Range Div. 9 Pass. PM	Missabe Div. 7 Pass. PM	Iron Range Div. 5 Pass. AM				STATIONS			Iron Range Div. 6 Pass. PM	Missabe Div. 8 Pass. AM	Iron Range Div. 10 Pass. AM
5.50	4.20	9.00		.0	0	L.....	DULUTH.....	A D M	5.45	7.50	8.30
5.55	4.25	9.03		0.90	N 1		0.90 N. P. JCT.....		5.42	7.45	8.25
6.00	4.30	9.06	W O	1.80	N 2		0.90 ENDION.....	D N s	5.39	7.40	8.20
		9.15	C	4.92	N 5		3.12 LAKESIDE.....	s	5.30		
		9.18		6.07	N 6		1.15 LESTER PARK.....	f	5.26		
		9.25		8.93	N 9		2.86 LAKEWOOD.....	f	5.19		
		9.30		11.69	N 12		2.76 CLIFTON.....	f	5.15		
		9.32		12.95	N 13		1.26 FRENCH RIVER.....	f	5.13		
		9.37		16.03	N 16		3.08 PALMERS.....	f	5.08		
		9.42		19.40	N 20		3.37 KNIFE RIVER.....	s	5.03		
		9.47		22.27	N 22		2.87 LARSMONT.....	f	4.58		
		9.55	W O	27.18	N 27	(Circle)	4.38 TWO HARBORS.....	KI-X	4.50		
		10.00	C Y				5.73 3.21		4.45		
		10.15		30.21	N 30		WALDO.....	f	4.35		
		10.20		33.34	N 33		3.13 STEWART.....	f	4.32		
		10.25		34.89	N 36		1.55 YORK.....	f	4.28		
		10.29		36.95	N 37		2.06 ALGER.....	f	4.23		
		10.34		39.27	N 39		2.32 LAUREN.....	f	4.20		
		10.42	W O	41.32	N 41		2.05 HIGHLAND.....	S F s	4.16		
		10.47	Y	43.95	N 44		2.63 WALES.....	s	4.11		
		10.55		49.09	N 49		5.14 ROLLINS.....	f	4.05		
		11.00	W Y	51.00	N 51		1.91 BRIMSON.....	s	4.00		
		11.05		53.73	N 53		2.73 BREDA.....	f	3.55		
		11.08		56.16	N 56		2.43 HORNBY.....	f	3.52		
		11.12	W	58.14	N 58		1.98 FAIRBANKS.....	B S s	3.48		
		11.17		61.38	N 61		3.24 RENO.....	f	3.43		
		11.25		67.07	N 67		5.69 SKIBO.....	f	3.35		
		11.43	W C	72.54	N 72		5.47 ALLEN JCT.....	A s	3.27		
		11.45	Y	73.68	N 74		1.14 WYMAN.....		3.25		
		11.50	Y	76.71	N 77		3.03 MESABA.....	s	3.20		
		11.54		79.53	N 79		2.82 HINSDALE.....	f	3.15		
		12.01	W	83.97	N 84		4.44 EMBARRASS.....	B s	3.08		
		12.10		90.15	N 90		6.18 ATHENS.....	f	2.59		
		12.12		90.88	N 91		.73 WAHLSTEN.....	f	2.57		
		12.21	W O	96.10	N 96		5.22 TOWER JCT.....	S C s	2.48		
			Y				1.36				
		12.26		97.46	N 98		TOWER.....	Q s	2.43		
							1.36				
		12.31			N 96		TOWER JCT.....	s	2.38		
		12.38		99.91	N 100		3.81 MURRAY.....	f	2.30		
		12.44		104.27	N 104		4.36 EAGLES NEST.....	f	2.24		
		12.51		107.44	N 107		3.17 ROBINSON.....	f	2.17		
		1.03		113.54	N 114		6.10 BURNTSIDE.....	f	2.05		
		1.10	W O	116.47	N 116		2.93 ELY.....	N Y	2.00		
			C Y				3.63		1.33		
		1.22	Y	120.10	N 119	A.....	WINTON.....	L	1.23		
PM	PM	PM							PM	AM	AM

IRON RANGE DIVISION

RULES

Rules Have Been Revised and Important Changes Made. All Employees Concerned Must Familiarize Themselves and Conform With These Requirements.

North Bound **ALLEN JCT. TO VIRGINIA** South Bound

FIRST CLASS							FIRST CLASS									
Daily				Water, Coal, Scales, and Wyes	Dist- ance From Allen Jct.	Station Numbers	Time Table No. 83			Telegraph Calls	Daily					
Missabe Div. 13	Missabe Div. 11	June 13, 1948					Missabe Div. 12	Missabe Div. 14								
Pass.	Pass.	STATIONS					Pass.	Pass.								
PM	AM						AM	PM								
				WC	.0	N72	L	ALLEN JCT.	A	A						
				Y	1.14	N74		WYMAN								
					4.53	X5		COLBY								
					7.74	X8		AURORA	A	U						
				WC CY	13.01	X15		BIWABIK		B	I					
				W	16.61	X18		McKINLEY		M	K					
					17.75	Z1		JONES JCT.								
					19.46	Z3		PETTIT								
					21.62	Z5	CTC	SPARTA JCT.								
				WC Y	24.67	Z8		FAYAL		F	A					
								R. R. Crossing								
					0.83											
			10.55		25.50			SNOWDEN JCT.		10.10	1.45					
			11.00		26.02	Z9		EVELETH		V	10.08	1.41				
			11.02					SNOWDEN JCT.		10.05	1.29					
			11.05	WCY		Z8		FAYAL		F	A	10.02	1.26			
			11.09		26.39	Z10		LEONIDAS		s	9.57	s	1.22			
			2.21	11.12	27.94	B3		LARGO JCT.		9.52	1.17					
			f	2.24	f	11.15	WCY	29.64	B5		R	J	f	9.49	f	1.14
			2.33	11.22	31.43	B7	A	VIRGINIA	L	V	R	9.45	1.10			
			PM	AM							AM	PM				

IRON RANGE DIVISION

McKinley to Gilbert and Mariska

North Bound South Bound

Distance from Allen Jct.	Station Numbers	Time Table No. 83 June 13, 1948		Telegraph Calls
		STATIONS		
16.61	X 18	L.....	McKINLEY.....A	M K
			2.75	
19.36	X 21		GILBERT.....	G I
			2.09	
21.45	X 23	A.....	MARISKA.....L	

Mesaba to Tomahawk

North Bound South Bound

Distance From Mesaba	Station Numbers	Time Table No. 83 June 13, 1948		Telegraph Calls
		STATIONS		
	N 77	L-Y.....	MESABA.....A	
			7.40	
7.40	S7	Y.....	RIDGE.....	
			1.95	
9.35	S9		JERICO.....	
			1.25	
10.60	S10		BOULDER.....	
			1.27	
11.87	S11		DIVIDE.....	
			2.76	
14.63	S15		BABBITT.....	
			3.79	
14.42	S14		ARGO.....	
			3.08	
17.50	S17	A-Y.....	TOMAHAWK.....L	

Wales to Forest Center

North Bound South Bound

FIRST CLASS

Second and Fourth Wednesday Each Month

15	Distance From Wales	Station Numbers	Time Table No. 83 June 13, 1948		16
			STATIONS		
Mixed					Mixed
AM					PM
10.55		N 44	L-Y.....	WALES.....A	2.05
				4.04	
f 11.15	4.04	W 4		WELCH.....	1.45
				3.02	
f 11.30	7.06	W 7		McNAIR.....	f 1.30
				3.31	
f 11.45	10.37	W10		DARBY JCT.....	f 1.15
				1.30	
f 11.50	11.67	W11	W.....	JORDAN.....	f 1.05
				2.14	
f 11.57	13.81	W13		AVOY.....	f 12.55
				0.77	
f 12.02	14.58	W14		SCOTT JCT.....	f 12.50
				2.28	
	16.86	W16	Y.....	GREENWOOD.....	
				1.95	
PM 12.20	18.81	W18		WHYTE.....	PM 12.35
				6.97	
	25.78	W25		JAYSEE.....	
				6.17	
	31.95	W31	C-W.....	ISABELLA.....	
				2.80	
	34.75	W34		GORDON.....	
				2.94	
	37.69	W37		KELLY.....	
				3.71	
	41.4	W41	Y.....	SAWBILL JCT.....	
				.80	
	42.2	W42		SAWBILL LANDING.....	
				8.20	
	49.6	Y 49	A.....	FOREST CENTER.....L	

Duluth, Missabe & Iron Range Railway Co.

RULES

Rules Have Been Revised and Important Changes Made. All Employes Concerned Must Familiarize Themselves and Conform With Their Requirements.

1. **Trains Having Right Over Other Trains**—Southbound trains have right of track over trains of the same or inferior class in opposite direction, except:

Train No. 1 is superior to Train No. 2 Wolf to Hibbing.
Train No. 3 is superior to Train No. 4 Coleraine Jct. to Calumet.
Train No. 5 is superior to Train No. 6 Allen Jct. to Winton.
Train No. 11 is superior to Train No. 14 Iron Jct. to Virginia.
Train No. 15 is superior to Train No. 16 Wales to Whyte.
Time Card Schedule of Train No. 1 includes movement over East and West leg of Wye at Mitchell; the Schedule of Train No. 2, the Main Line at the Wye.

Trains and engines of inferior right or class must clear the time of these trains under the rules.

The Time Card time of Train No. 3 commences when train enters the Northward track at Proctor. The time of Train No. 4 terminates when train arrives at Proctor Station.

Provisions of Rule 83 (c) of Transportation Rules do not apply at initial stations except during hours that Telegraph Operators are on duty.

At meeting points between extra trains, the train in inferior time-table direction must take the siding unless otherwise provided.

2. **Keenan cut-off and track between Wolf and Sherwood will be discontinued as part of double track system and these tracks will be used as single track.** Train orders to extra trains will specify route to be used, either via Macon or via Keenan cut-off.
3. **Location of Bulletin Books**—Engine Tie-up Track Ore Docks Duluth; Yard Office and Enginemen's Room Steelton; Yard Office "Hole" and Enginemen's Room "Hole" Missabe Junction; Trainmen's Room, Yard Trainmen's Room, Yard Office and Roundhouse, Proctor; Yard Office Taconite Junction; Depot and Enginemen's Room Coleraine; Depot Iron Junction; Yard Office Rainy Junction; Depot and Roundhouse Virginia; Yard Office and Roundhouse, Mitchell; Yard Office Rust Crusher; Depot and Roundhouse Endion; Trainmen's Room Depot, Yard Office "Diamonds" and Roundhouse Two Harbors; Depot and Roundhouse Biwabik; Yard Office and Enginemen's Room Fayal; Depot Eveleth; Depot and Roundhouse Ely.
4. **Standard Clocks**—Standard clocks are located at Dispatcher's Office, Ore Dock, Duluth; Yard Office "Hole" Missabe Junction, Yard Office Steelton; Telegraph Office, Yard Office, Roundhouse and Watch Inspector's Office, Proctor, Yard Office, Taconite Junction, Depot Coleraine, Depot Virginia, Yard Office Mitchell, Depot Endion; Telegraph Office, Roundhouse, Yard Office "Diamonds" and Watch Inspector's Office Two Harbors; Depot Biwabik, Yard Office Fayal; Depot Ely.
5. **Registering Points**—Except as otherwise provided, all trains will register at Steelton, Missabe Junction, Proctor, Coleraine, Iron Junction, Wolf, Mountain Iron, Virginia, Mitchell, Biwabik, Endion, Two Harbors, Fayal, Tower Junction and Ely.
- Scheduled trains will register at Sherwood, Wilpen, Hull Junction, Two Harbors and Allen Junction.
- All trains on Wales Branch will register at Wales
All trains on Eastern Mesaba Branch will register at Mesaba.
All trains on Mariska Line will register at McKinley.
Trains from Coleraine Branch entering Alborn Yard via Wye will register at Alborn.
- Scheduled Trains will register by card Form 1015 at Proctor and Mitchell.
During Ore Shipping season scheduled trains will register by Card Form 1015 at Sherwood.
- Scheduled Trains Nos. 7, 8, 9 and 10 will register by card Form 1015 at Endion.
- During Ore shipping season all trains will register by card Form 1015 at Rainy Junction.
- Exceptions**—Extra through trains will not register at Iron Junction, Wolf, Sherwood, Hull Junction, Allen Junction, Biwabik, Fayal and Tower Junction.
6. **Speed Approaching Junctions and Yards**—All trains, except first class trains running on scheduled time, must reduce speed approaching junctions and yards, and will be governed by provisions of Transportation Rule 93 when entering and passing through Yard Limits.
- When two trains arrive at approximately the same time at Allen Junction, southbound, the train on the Ely Main Line will slow up, and if necessary stop, and allow train from the Branch to proceed.

7. **First Class trains must proceed at restricted speed through Yard Limits when running late on their schedule.**

Unless otherwise advised, time lost in the schedule running time of passenger trains must not be made up.

8. **Wye Switches at Missabe Mountain**—The North leg of the wye switch at Missabe Mountain Yard must be left lined for the Missabe Mountain Main Line.

9. **Restrictions Certain Class Engines**—When using Engines 208 to 211 inclusive in Sorting Service, make a stop before uncoupling engines from cars.

Mikado or heavier engines must not be put thru the "Hole" at Missabe Junction or beyond No. 2 Spur on Soo Transfer.

Mikado or heavier Class engines must not use the East end of Bank or Tie-up Track in the "Hole" at Missabe Junction.

Unless otherwise instructed the heaviest type locomotive which may be used on the Wales or Eastern Mesaba Branches is the "K" type.

Mallet Engines must not pass over bridge North End of Tower Junction Yard where highway goes under our tracks.

Mikado or larger engines must not use track leading to Village Coal Dock at Mountain Iron.

Mikado Engines may be used to East Virginia. Engines must not go more than 300 feet beyond East Switch to Wye toward Union Mine.

10. **Restrictions Certain Class Equipment**—Wrecker X-7, stationed at Two Harbors, must not be placed on any track not authorized for movement of "N" or heavier class locomotives.

In the operation of locomotive cranes and other machines with movable parts on track, employes must see that the booms or other movable parts are adjusted to clear any overhead or side obstructions.

11. **Speed of Trains**—Speed of any Passenger Train, when late, must not exceed sixty (60) miles per hour.

Between Wahlsten and Ely, speed must not exceed forty-five (45) miles per hour.

Operating Rule 769 provides: "Engineers on all passenger trains must apply train air brakes just before engine starts to round all sharp curves".

Between Endion and 62nd Avenue East Duluth, speed of freight trains must not exceed 25 miles per hour. Regular and extra passenger trains, 20 miles per hour.

All trains and light engines must reduce speed to four (4) miles per hour crossing over First Avenue East, Duluth.

When backing up, Passenger and Extra Passenger Trains must not exceed twenty-five (25) miles per hour on straight track and fifteen (15) miles per hour on curves.

When "N" or heavier type engines are assigned to handle a passenger train schedule, their speed must not exceed forty (40) miles per hour.

The maximum permissible speed of engines and trains within the established limits of the Village of Hibbing is fifteen (15) miles per hour.

All trains passing over any public street or public thoroughfare within the Corporate Limits of the City of Virginia will not exceed a speed of six (6) miles per hour.

All trains passing over Central Avenue Crossing just South of Ely Depot will reduce speed to four (4) miles per hour.

Maximum speed of unscheduled (except Passenger Extras) trains northbound will be thirty (30) miles per hour; southbound, twenty-five (25) miles per hour; Passenger Extras, forty-five (45) miles per hour.

Work trains in back-up movements, engines without pony or engine trucks, or light engines backing over road, must not exceed twenty (20) miles per hour.

The speed of trains on Skibo Mill Spur must not exceed eighteen (18) miles per hour.

The speed of trains on Wales Branch and Eastern Mesaba Branch must not exceed eighteen (18) miles per hour.

Except as otherwise provided, no train or engine must enter any switch at a speed exceeding fifteen miles per hour.

Except as otherwise provided, maximum speed of engines and any portion of ore and freight trains passing through home signal limits of Interlocking Plants is twenty-five (25) miles per hour. No increase in maximum speed stated is permitted.

Maximum speed of engines and any portion of trains passing through home signal limits at Hull Junction is eighteen (18) miles per hour.

Maximum speed of engines and any portion of trains passing through home signal limits at Emmert, Ramshaw and Shelton is twenty (20) miles per hour.

Maximum speed entering north switch to Ore Scale leads Proctor must not exceed seventeen (17) miles per hour and trains entering switch at Main Line leading to New Yard Two Harbors at eighteen (18) miles per hour.

Speed of all trains and engines entering Dock crossover must not exceed fifteen (15) miles per hour, on dock approaches they must not exceed twenty (20) miles per hour. Engines in Dock service must move at restricted speed.

Speed of descending trains on Proctor and Steelton hills must not exceed twenty-five (25) miles per hour.

Speed of descending trains, Highland to Waldo, must not exceed twenty-five (25) miles per hour. Waldo to Two Harbors twenty (20) miles per hour.

The speed of locomotives and cars over any track scale, whether weighing or otherwise, must not exceed four (4) miles per hour.

Trains and engines approaching road crossing immediately South of Eveleth Station must reduce speed to not exceed four (4) miles per hour. The use of bell and whistle as required by Rule must be complied with.

The maximum permissible speed of loaded ore trains enroute between Hibbing and Coleraine will be twenty-five (25) miles per hour.

The maximum permissible speed of southbound ore and freight trains between M. P. 97 and 95 must not exceed thirty-five (35) miles per hour.

12. **Running Against Current of Traffic**—When trains are run against the current of traffic on double track, either under the protection of a flag or authorized by train order, engine whistle must be sounded frequently in conformity with Engine Whistle Signal Rule 14 (q) ——— 0, for protection of trackmen and others. Where view is obscured by curves or by other conditions, speed must not exceed (10) miles per hour until view is clear

When trains are run against the current of traffic and are approaching and crossing highways protected by crossing signals, the speed must be reduced and Whistle Signal prescribed above sounded in addition to sounding Engine Whistle Signals 14 (l) ——— 0 —.

13. **Sound Whistle North of Car Shops, Proctor**—Engineman on Scheduled or Extra Passenger Trains will sound Whistle when approaching Car Shop location at Proctor.

14. **Setting Hand Brakes in Yards**—In Proctor Yard trainmen must set one (1) hand brake on the North End and three (3) on the South End of all tracks from Track 27 North, and two (2) hand brakes on the North End and five (5) hand brakes on the South End on all tracks South of Track 27.

On cars set out at Iron Junction on any track, not less than five (5) hand brakes must be applied on the South end. When less than five (5) cars are set out, all hand brakes must be applied.

In Missabe Mountain Yard ten (10) hand brakes must be set on the South end of all trains. No hand brakes to be released from loaded trains until the air test is made.

Three (3) hand brakes must be set at the South End of all empty trains in Hull Rust Yard and three (3) hand brakes on North End of Tracks 12 - 13 - 14.

When making up road trains in Rust Crusher Yard, five (5) hand brakes must be set on the North and South ends of first cut and five (5) hand brakes on the South end of each succeeding cut. Five (5) hand brakes must be set on South end of empty trains.

When making up road trains in Mountain Iron Yard, five (5) hand brakes must be set on the North and South Ends of first cut and five (5) hand brakes on the South end of each succeeding cut, releasing hand brakes on South End of previous cut. When train is completed ten (10) hand brakes must be left set on South End. No hand brakes to be released from loaded trains until air test is made.

Switch crews handling loaded cars on Storage or Bridge Yard tracks at Missabe Junction must see that a sufficient number of brakes are set on rear cars when cars are placed on a clear track.

Air must be cut in when shoving these tracks and cars must not be placed closer to the end of the track than one (1) car length.

Cars in the following yards at Two Harbors must be secured by applying hand brakes:

- No. 1 Yard—Three (3) brakes West end of tracks, two (2) brakes East end of tracks.
 No. 2 Yard—Three (3) brakes East end of tracks.
 No. 3 Yard—Two (2) brakes West end of tracks, two (2) brakes East end of tracks.
 No. 4 Yard—Two (2) brakes West end of tracks, two (2) brakes East end of tracks.

No. 5 Yard—Two (2) brakes West end of tracks, two (2) brakes East end of tracks.

No. 6 Yard—Three (3) brakes East end of tracks. Before coupling into cars in No. 6 Yard it must be ascertained that cars to be coupled into are secured by hand brakes.

In New Sorting Yard when cars are switched at East end, five (5) hand brakes must be reset on East end of cars remaining on track, and five (5) hand brakes must be set on East end of track where cars are placed.

In switching at West end three (3) hand brakes must be set on cars remaining on the tracks

On incoming ore trains at Two Harbors, five (5) hand brakes must be set on rear and on the head end of train.

Not less than five (5) hand brakes must be set on cars on all trains South end, Biwabik Yard. When five (5) cars or less are left all hand brakes must be set.

Not less than five (5) hand brakes must be set on the South end of ore trains left on Stratton Siding. When five (5) cars or less are left, all hand brakes must be set.

In all other Yards and tracks where conditions require it, a sufficient number of hand brakes must be set to fully secure cars.

Hand brakes must be applied on the last two (2) cars at the outer end of ore Docks at Duluth and Two Harbors, when such cars are placed three (3) cars or nearer to the stop block.

15. Yardmasters at Proctor, issuing instructions to Hill Conductors during foggy weather and at night, for setting out empties, will designate on the instructions if there are cars on the track or tracks on which the crew is to set out empties, but need not state where they are located nor number of cars on the track, and Trainmen, when setting out empties, must know personally condition of track they are to put their train on.
16. The track outside and along the North Shop Fence, Two Harbors, is the track designated for locomotives moving from the Diamonds to the Roundhouse and must not be used by crews in opposite direction.
17. No cars must be left on spur between the pump house and main line at Lakewood under any circumstances.
18. When cars, either loaded or empty, are being handled to or from Lunz's track, to or from the lower yard, Two Harbors, they must have air brakes in operation on all cars.
19. Twenty-first, Twenty-second and Twenty-third Avenues East in Endion Yard, are public crossings and cars and engines must not be left so as to obstruct these crossings.
20. Train Order signal indications at Proctor do not govern Northward trains terminating at Proctor.
21. Train Orders making meeting points with trains at Two Harbors must specify the point that trains will meet.

22. LOCATION OF CROSSOVERS

Main Line					
MISSABE DIVISION					
Mile Post	Mile Post	Mile Post	Mile Post	Mile Post	Mile Post
1.6	9.9	21.4	32.2	36.0	53.2
2.4	14.4	22.5	32.4	41.7	55.6
7.0	19.5	25.6	32.5	44.6	60.1
7.1	20.7	26.2	33.9	49.2	60.9
Virginia Branch					
	b 0.41		b 2.9		
Superior Branch					
c 6.8	c 9.8	c 10.4	c 11.5	c 14.7	c 15.5
Alborn Branch					
e .4	e 2.7	e 4.6	e 10.0	e 13.7	e 20.4
e 1.0	e 3.7	e 8.0	e 11.4		
Hull Rust Branch					
j 0.6	j 11.8	j 15.5	j 16.0	j 16.15	j 16.2
j 5.2	j 14.7	j 15.6	j 16.1		
IRON RANGE DIVISION					
Mile Post	Mile Post	Mile Post	Mile Post	Mile Post	Mile Post
n 30.2	n 49.6	n 58.2	n 72.6	x 8.9	z 3.4
n 30.5	n 50.6	n 59.0	n 74.0	x 10.7	z 3.9
n 35.2	n 51.2	n 61.6	x 1.7	x 12.4	z 5.0
n 40.7	n 53.8	n 67.1	x 4.4	x 14.9	z 7.0
n 41.3	n 56.1	n 72.3	x 7.2	z 2.8	z 7.9
n 44.2					