DULUTH, MISSABE & IRON RANGE RAILWAY COMPANY

TIME No. 78 TABLE

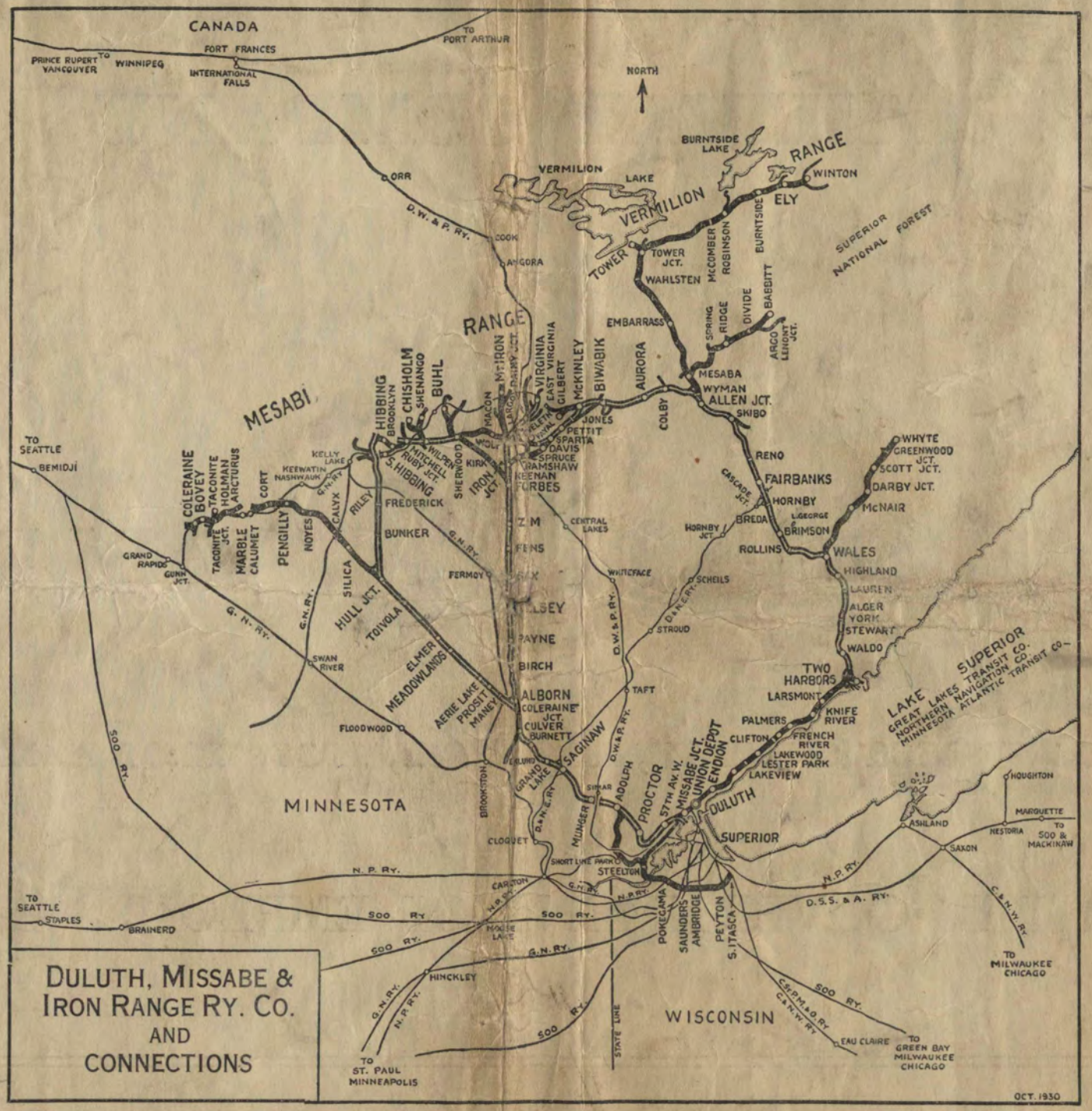
IN EFFECT SUNDAY, MAY 29th, 1938, 12:01 A. M.

FOR THE GOVERNMENT OF EMPLOYES ONLY

C. E. CARLSON,
President.

P. H. VAN HOVEN,
Vice President.

C. J. BIRCH,
Superintendent.


CANADA
PRINCE RUPERT TO VANCOUVER
WINNIPEG
FORT FRANCES
INTERNATIONAL FALLS
TO PORT ARTHUR
NORTH
ORR
D.W. & P. RY.
COOK
ANGORA
VERMILION LAKE
BURNTSIDE LAKE
RANGE
VERMILION
WINTON
ELY
TOWER
TOWER JCT.
WAHLSTEN
McCOMBER
ROBINSON
BURNTSIDE
SUPERIOR NATIONAL FOREST
EMBARRASS
SPRING RIDGE
DIVIDE
BABBITT
ARGO LENONT JCT.
MESABI
RANGE
HIBBING
BROOKLYN
CHISHOLM
SHENANGO
BUHL
MITCHELL
RUBY JCT.
S. HIBBING
MACON
ARGO
DAISY JCT.
MAHONING
VIRGINIA
EAST VIRGINIA
GILBERT
McKINLEY
BIWABIK
AURORA
MESABA
WYMAN
ALLEN JCT.
SKIBO
COLBY
JONES
PETTIT
SPARTA
DAVIS
SPRUCE
RAMSHAW
KEEWATIN
NASHWAUK
KELLY LAKE
G.N. RY.
SHERWOOD
KIRK
IRON JCT.
KEENAN
FORBES
TO SEATTLE
BEMIDJI
COLERAINE
BOVEY
TACONITE JCT.
HOLMAN
ARCTURUS
CORT
MARBLE
CALUMET
PENGILLY
NOYES
CALYX
RILEY
FREDERICK
BUNKER
G.N. RY.
ZIM
FENS
FAX
FERMOY
CENTRAL LAKES
WHITEFACE
SCHEILS
GRAND RAPIDS
GUNN JCT.
SILICA
HULL JCT.
TOIVOLA
ELMER
MEADOWLANDS
AERIE LAKE
PROSIT
MANEY
ALBORN
COLERAINE JCT.
CULVER
BURNETT
TELSEY
PAYNE
BIRCH
SWAN RIVER
FLOODWOOD
TAFT
D.W. & P. RY.
STROUD
D. & N.E. RY.
WHYTE
GREENWOOD JCT.
SCOTT JCT.
DARBY JCT.
McNAIR
RENO
FAIRBANKS
CASCADE JCT.
HORNBY
HORNBY JCT.
L. GEORGE
BREDA
BRIMSON
ROLLINS
WALES
HIGHLAND
LAUREN
ALGER
YORK
STEWART
WALDO
TWO HARBORS
LARSMONT
KNIFE RIVER
PALMERS
CLIFTON
FRENCH RIVER
LAKEWOOD
LESTER PARK
LAKEVIEW
LAKE SUPERIOR
GREAT LAKES TRANSIT CO.
NORTHERN NAVIGATION CO.
MINNESOTA ATLANTIC TRANSIT CO.
MINNESOTA
SAGINAW
GRAND LAKE
SIMAR
ADOLPH
PROCTOR
57TH AV. W.
MISSABE JCT.
UNION DEPOT
DULUTH
SUPERIOR
MUNGER
CLOQUET
BROOKSTON
SHORT LINE PARK
STEELTON
CARLTON
N.P. RY.
H.P. RY.
500 RY.
MAPLE LAKE
HINCKLEY
TO ST. PAUL MINNEAPOLIS
TO SEATTLE
STAPLES
BRAINERD
POKEGAMA
SAUNDERS
AMBRIDGE
PEYTON
S. ITASCA
D.S.S. & A. RY.
HOUGHTON
MARQUETTE
NESTORIA
TO SOO & MACKINAW
ASHLAND
SAXON
C. & N.W. RY.
TO MILWAUKEE CHICAGO
C.St.P.M. & O. RY.
EAU CLAIRE
TO GREEN BAY MILWAUKEE CHICAGO
STATE LINE
WISCONSIN
DULUTH, MISSABE & IRON RANGE RY. CO. AND CONNECTIONS
OCT. 1930

MISSABE DIVISION

DULUTH TO HIBBING

North Bound — **South Bound**

Time Table No. 78
May 29, 1938

North Bound FIRST CLASS Daily 35 Pass. PM	North Bound FIRST CLASS Daily 1 Pass. AM	Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Missabe Junction	STATIONS	Telegraph Calls	South Bound FIRST CLASS Daily 2 Pass. PM
	8.35		0		L DULUTH A.	D U	4.15
					1.97		
	s 8.41		2	.0	Inter-Locker MISSABE JCT.	M A	s 4.08
					2.30		
	s 8.47		5	2.30	57th AVE. W.		s 4.01
					4.81		
	s 9.01	W O C	10	7.11	PROCTOR	K S	s 3.50
					1.67		
	9.03			8.78	ELWOOD		3.45
					1.97		
	s 9.08	Y	12	10.75	ADOLPH		s 3.41
					3.43		
	f 9.14		17	14.18	MUNGER		f 3.35
					6.79		
	s 9.24		22	20.97	Inter-Locker SAGINAW	R A	s 3.26
					1.43		
	f 9.27		24	22.40	GRAND LAKE		f 3.23
					3.70		
	s 9.31	W C	28	26.10	BURNETT	B U	s 3.16
					2.63		
	s 9.36		31	28.73	CULVER		s 3.11
					2.65		
	9.41			31.38	Inter-Locker COLERAINE JCT.	Q N	3.06
					0.94		
	9.43 9.48	W Y	34	32.32	ALBORN	R N	s 3.05
					4.37		
	f 9.55		39	36.69	BIRCH		f 2.58
					4.50		
	s 10.02		43	41.19	PAYNE		f 2.51
					3.86		
959	s ~~10.08~~	W	47	45.05	KELSEY	K Y	s ~~2.45~~ 237
					4.02		
	f 10.15		51	49.07	SAX		f 2.38
					4.00		
	f 10.21		53	53.07	FENS		f 2.32
					2.57		
	s 10.25		58	55.64	ZIM		s 2.28
					4.50		
	s 10.32		63	60.14	FORBES		s 2.21
					0.71		
	10.33		65	60.85	Inter-Locker KEENAN	K A	2.19
					2.61		
2.20	10.38 10.45	W C Y O	66	63.46	IRON JCT.	J C	2.16 2.11
					2.21		
2.25	s 10.50	Y	68	65.67	WOLF		s 2.06
					2.51		
	f 10.55		C3	68.18	MACON		f 2.00
					4.31		
	f 11.03		C6	72.49	Inter-Locker SHERWOOD	S D	f 1.54
					4.18		
	11.12 11.16	Y W	C11	76.67	WILPEN		s 1.45
				79.48	2.81 G. N. Interlocker		
					0.31		
	11.22 11.28	YCW	C14	79.79	MITCHELL	M C	s 1.38
					0.55		
				80.34	NORTH MITCHELL		
				81.00	0.66 R. R. Crossing		
					0.23		
	11.30			81.23	RUBY JCT.		1.34
					1.06		
	11.36 11.43	+	M1	82.29	SOUTH HIBBING	A C	1.30 1.23
					1.06		
	11.46			1.06	RUBY JCT.		1.20
					0.18		
	f 11.47		C15	1.24	BROOKLYN		f 1.19
					1.05		
	11.50		C16	2.29	A HIBBING L	H I	1.15
PM	AM						PM

D. M. & I. R. Trains are governed by G. N. Time Table and Rules between Ruby Jct. and South Hibbing.

Scott is a flag stop for trains 1 and 2.

MISSABE DIVISION

WOLF TO VIRGINIA

North Bound — **South Bound**

FIRST CLASS Daily Except Sunday	FIRST CLASS Daily			Water, Coal, Scales Tables, Wyes	Station Numbers	Distance from Wolf	Time Table No. 78 May 29, 1938 STATIONS	Telegraph Calls	FIRST CLASS DAILY			Daily Except Sunday
Missabe Div. 33	Iron Range Div. 15	Missabe Div. 35	Missabe Div. 31						Iron Range Div. 14	Missabe Div. 30	Missabe Div. 34	Missabe Div. 32
Pass.	Pass.	Pass.	Pass.						Pass.	Pass.	Pass.	Pass.
PM	PM	PM	AM						AM	AM	PM	AM
12.38		2.25		Y	68	0	L WOLF A					11.48
						2.82	2.82 D. W. & P. Interlocker 0.09					
12.44	1.31	2.32	11.12		B3	2.91	LARGO JCT		9.42	10.02	1.37	11.42
							1.70					
12.47	1.35 f	2.35 f	11.15		B5	4.61	RAINY JCT		9.39 f	9.59 f	1.34	11.39
							1.79					
12.51	1.45	2.45	11.23	W C Y	B7	6.40	A VIRGINIA L	V R	9.35	9.55	1.30	11.35
PM	PM	PM	AM						AM	AM	PM	AM

IRON JUNCTION TO EVELETH

North Bound — **South Bound**

FIRST CLASS Daily				Water, Coal, Scales, Tables, Wyes	Station Numbers	Distance from Iron Junction	Time Table No. 78 May 29, 1938 STATIONS	Telegraph Calls	FIRST CLASS Daily		
Iron Range Div. 15		Missabe Div. 31							Missabe Div. 30	Missabe Div. 34	Iron Range Div. 14
Pass.		Pass.							Pass.	Pass.	Pass.
PM		AM							AM	PM	AM
		10.45		W C Y O	66	.0	L IRON JCT A	J C	10.29	2.08	
						1.38	1.38 D. W. & P. Interlocker 0.77				
		f 10.49			A1	2.15	SPRUCE		f 10.25	f 2.02	
						3.91	1.76 R. R. Crossing 0.34				
1.14		10.54				4.25	SNOWDEN JCT		10.20	1.57	9.58
							0.59				
1.16		10.59		Y	Z9	4.84	A EVELETH L	V	10.18	1.53	9.56
PM		AM							AM	PM	AM

SPRUCE TO BIWABIK

North Bound — **South Bound**

Station Numbers	Distance from Spruce	Time Table No. 78 May 29, 1938 STATIONS	Telegraph Calls
A1	.0	L SPRUCE A	
		2.77	
A5	2.77	DAVIS	
		1.65	
Z5	4.42	SPARTA JCT	
		2.15	
Z3	6.57	PETTIT	
		1.71	
	8.28	JONES JCT	
		4.01	
	12.29	R. R. Crossing 0.51	
X15	12.80	A BIWABIK L	B I

MISSABE DIVISION

Wolf to Mountain Iron

North Bound — **South Bound**

FIRST CLASS Daily Except Sunday 65 Pass. AM	Water, Coal, Scales Tables and Wyes	Station Numbers	Distance from Wolf	Time Table No. 78 May 29, 1938 STATIONS	Telegraph Calls	FIRST CLASS Daily Except Sunday 66 Pass. PM
11.53	Y	68	.0	L. WOLF A.		12.33
			5.99			
12.08	Y	75	5.99	A. MOUNT. IRON L.	MR	12.18
PM						PM

Sherwood to Buhl

North Bound — **South Bound**

Water, Coal, Scales Tables and Wyes	Station Numbers	Distance from Sherwood	Time Table No. 78 May 29, 1938 STATIONS	Telegraph Calls
W	C6	0	L. SHERWOOD A.	S D
		3.74		
Y	G4	3.74	A. BUHL L.	

WILPEN TO CHISHOLM

North Bound — **South Bound**

Water, Coal, Scales Tables and Wyes	Station Numbers	Distance from Wilpen	Time Table No. 78 May 29, 1938 STATIONS	Telegraph Calls
Y-W	C11	0	L. WILPEN A.	
		1.63		
	D2	1.63	CHISHOLM JCT.	
		0.64		
		2.27	G. N. R. R. Crossing	
		2.09		
	D4	4.36	A. CHISHOLM L.	C H

CHISHOLM JUNCTION TO SHENANGO

North Bound — **South Bound**

Water, Coal, Scales Tables and Wyes	Station Numbers	Distance from Chisholm Junction	Time Table No. 78 May 29, 1938 STATIONS	Telegraph Calls
	D2	0	L. CHISHOLM JCT. A.	
		1.72		
	K2	1.72	A. SHENANGO L.	S O

MISSABE DIVISION

ALBORN TO COLERAINE

North Bound | **South Bound**

Time Table No. 78

May 29, 1938

FIRST CLASS Daily 67 Pass. AM	Water, Coal, Scales Tables and Wyes	Station Numbers	Distance from Coleraine Junction	STATIONS	Telegraph Calls	FIRST CLASS Daily 68 Pass. PM
9.50			.0	L ALBORN A	R N	3.00
				2.82		
		E 2	2.82	MANEY		
				0.74		
s 9.58		E 3	3.56	PROSIT		s 2.46
				7.42		
s 10.10		E11	10.98	MEADOWLANDS	M S	s 2.35
				2.92		
s 10.15		E13	13.90	ELMER		s 2.30
				6.49		
s 10.25		E20	20.39	TOIVOLA		s 2.20
				2.86		
s 10.30	Y	E22	23.25	HULL JCT.	H U	s 2.15
				6.56		
f 10.40	W	E29	29.81	SILICA		f 2.05
				6.08		
f 10.53		E35	35.89	NOYES		f 1.53
				4.08		
s 11.00		E40	39.97	PENGILLY	G Y	s 1.46
				2.79		
f ~~10.05~~ 1105		E42	42.76	CORT		f 1.41
				0.20		
			42.96	R. R. Crossing		
				0.40		
			43.36	R. R. Crossing		
				0.44		
s 11.07		E43	43.80	CALUMET	C A	s 1.39
				0.89		
s 11.09		E45	44.69	MARBLE	R B	s 1.37
				3.32		
f 11.16			48.01	HOLMAN JCT.	H O	f 1.30
				1.20		
s 11.18	CY	E49	49.21	TACONITE JCT.	N I	s 1.28
				0.59		
s 11.20		F 1	49.80	TACONITE	C N	s 1.26
				0.59		
s 11.22	CY	E49	50.39	TACONITE JCT.	N I	s 1.24
				1.82		
s 11.26		E52	52.21	BOVEY	V Y	s 1.20
				0.81		
11.28	YW	E53	53.02	A COLERAINE L	C O	1.18
AM						

Between Calumet and Coleraine D. M. & I. R. Trains are governed by G. N. Ry. Book of Rules and Time Card and except as otherwise provided are dispatched by G. N. Ry.

MISSABE DIVISION

KEENAN CUT OFF

North Bound — South Bound

Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Keenan	Time Table No. 78 May 29, 1938 STATIONS	Telegraph Calls
	65	0	L.....KEENAN.....A.	K A
			3.57	
		3.57	.....KIRK.....	
			4.48	
	C6	8.05	A.....SHERWOOD.....L.	S D

INTER-STATE BRANCH

South Bound — North Bound

Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Steelton	Time Table No. 78 May 29, 1938 STATIONS	Telegraph Calls
WYO C	R11	0	L.....STEELTON.....A.	S N
			4.33	
	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	Interlocker D.S.S.&A.Ry. PEYTON.....	
			1.04	
	R23	11.85	A....SOUTH ITASCA....L.	

HULL RUST BRANCH

North Bound — South Bound

Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Hull Junction	Time Table No. 78 May 29, 1938 STATIONS	Telegraph Calls
Y	E22	0	L.....HULL JCT.....A.	H U
			5.12	
W	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, Tables and Wyes	Station Numbers	Distance from Adolph	Time Table No. 78 May 29, 1938 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.....	S N
			3.95	
		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

IRON RANGE DIVISION

DULUTH TO ELY

North Bound | **South Bound**

Time Table No. 78
May 29, 1938

FIRST CLASS Daily — Iron Range Div. 11 Pass. PM	Missabe Div. 9 Pass. PM	Iron Range Div. 5 Pass. AM	Water, Coal, Scales, Tables and Wyes	Distance from Duluth	Station Numbers	STATIONS	Telegraph Calls	FIRST CLASS Daily — Iron Range Div. 6 Pass. PM	Missabe Div. 10 Pass. AM	Iron Range Div. 12 Pass. AM	
5.55	4.25	9.00	.....	.0	0	L..... DULUTH ..... A	D U	5.50	8.05	8.30	.....
						0.90					
6.00	4.30	9.03	.....	0.90	N 1	..... N. P. JCT.	.....	5.47	8.00	8.25	.....
						0.90					
6.05	4.35	s 9.06	W O C Y T	1.80	N 2	..... ENDION	D N	s 5.44	7.55	8.20	.....
						3.12					
.....	.....	s 9.12	.....	4.92	.....	..... LAKESIDE	.....	s 5.38	.....	.....	.....
						4.01					
.....	.....	f 9.26	.....	8.93	N 9	..... LAKEWOOD	.....	f 5.24	.....	.....	.....
						3.97					
.....	.....	s 9.32	.....	12.90	.....	..... FRENCH RIVER	.....	s 5.18	.....	.....	.....
						3.13					
.....	.....	f 9.37	.....	16.03	N16	..... PALMERS	.....	f 5.13	.....	.....	.....
						3.37					
.....	.....	s 9.42	.....	19.40	N20	..... KNIFE RIVER	K N	s 5.08	.....	.....	.....
						2.87					
.....	.....	f 9.47	.....	22.27	.....	..... LARSMONT	.....	f 5.03	.....	.....	.....
						3.78					
.....	.....	.....	.....	26.05	.....	..... DULUTH SIDING	.....	.....	.....	.....	.....
						(Circle) 0.60					
		9.55	W O			(R. R. Crossing 27.0)		4.55			
.....	.....	10.00	C Y T	27.18	N27	..... TWO HARBORS	K I	4.50	.....	.....	.....
						Depot 3.21 5.73					
.....	.....	f 10.15	.....	30.21	N30	..... WALDO	.....	f 4.40	.....	.....	.....
						11.11 (Divert)					
.....	.....	s 10.42	W O	41.32	N41	..... HIGHLAND	S F	s 4.20	.....	.....	.....
						2.63					
.....	.....	s 10.47	Y	43.95	N44	..... WALES	.....	s 4.15	.....	.....	.....
						7.05					
.....	.....	s 11.00	W Y	51.00	N51	..... BRIMSON	C U	s 4.04	.....	.....	.....
						7.14					
.....	.....	s 11.12	W	58.14	N58	..... FAIRBANKS	B S	s 3.52	.....	.....	.....
						3.24					
.....	.....	11.17	.....	61.38	N61	..... RENO	.....	3.47	.....	.....	.....
						5.69					
.....	.....	f 11.26	.....	67.07	N67	..... SKIBO	.....	f 3.38	.....	.....	.....
						5.47					
		11.35	W O								
.....	.....	11.45	C Y	72.54	N72	..... ALLEN JCT.	A	s 3.29	.....	.....	.....
						4.17					
.....	.....	s 11.53	Y	76.71	N77	..... MESABA	.....	s 3.21	.....	.....	.....
						2.82					
.....	.....	f 11.56	.....	79.53	N79	..... HINSDALE	.....	f 3.16	.....	.....	.....
						4.44					
.....	.....	s 12.03	.....	83.97	N84	..... EMBARRASS	B	s 3.09	.....	.....	.....
						6.18					
.....	.....	f 12.12	.....	90.15	N90	..... ATHENS	.....	f 2.59	.....	.....	.....
						5.95					
.....	.....	s 12.23	W O C Y	96.10	N96	..... TOWER JCT.	S C	s 2.48	.....	.....	.....
						1.36					
.....	.....	s 12.28	.....	97.46	N98	..... TOWER	Q	s 2.43	.....	.....	.....
						1.36					
.....	.....	s 12.33	.....		N96	..... TOWER JCT.	S C	s 2.38	.....	.....	.....
						3.81					
.....	.....	12.40	.....	99.91	N100	..... MURRAY	.....	2.30	.....	.....	.....
						7.53					
.....	.....	f 12.53	.....	107.44	N107	..... ROBINSON	.....	f 2.17	.....	.....	.....
						6.10					
.....	.....	f 1.05	.....	113.54	.....	..... BURNTSIDE	.....	f 2.05	.....	.....	.....
						2.93		2.00			
.....	.....	s 1.12	W O C Y	116.47	N116	..... ELY	N Y	1.35	.....	.....	.....
						3.63					
.....	.....	1.24	Y	120.10	N119	A..... WINTON L	.....	1.25	.....	.....	.....
PM	PM	PM						PM	AM	AM	

IRON RANGE DIVISION

North Bound ALLEN JUNCTION TO VIRGINIA South Bound

FIRST CLASS										FIRST CLASS				
Daily Ex. Sun.		Daily								Daily			Daily Ex. Sun.	
	Missabe Div. 33	Missabe Div. 35	Missabe Div. 31	Iron Range Div. 15	Water, Coal, Scales, Tables and Wyes	Distance From Allen Jct.	Station Numbers	Time Table No. 78 May 29, 1938 STATIONS	Telegraph Calls	Iron Range Div. 14	Missabe Div. 30	Missabe Div. 34	Missabe Div. 32	
	Pass.	Pass.	Pass.	Pass.						Pass.	Pass.	Pass.		
	PM	PM	AM	AM						AM	AM	PM	AM	
				11.55	W O C Y	x .0	P72	L.....ALLEN JCT.....A	A	11.20				
								4.53						
				f 12.04		x 4.53	X5	.....COLBY.....		f 11.06				
								3.21						
				s 12.10	Y	x 7.74	X8	.....AURORA.....	A U	s 11.01				
								OLD LINE CUT OFF 6.74 5.25						
				s 12.25	W O C Y	x 14.48	X15	.....BIWABIK.....	B I	s 10.46				
								R. R. Crossing X15						
								3.60						
				12.32	W	x 18.08	X18	.....McKINLEY.....	M K	10.38				
				12.52						10.18				
								1.15						
				12.55		z 1.15		.....JONES JCT.....		10.14				
								1.70						
				f 12.59		z 2.85	Z3	.....PETTIT.....		f 10.11				
								2.16						
				1.05		z 5.01	Z5	.....SPARTA JCT.....		10.06				
								3.05						
				1.11	W C Y	z 8.06	Z8	.....FAYAL.....	F A	10.01				
								R. R. Crossing Z8.75						
								0.83						
			10.54	1 14		z 8.89		.....SNOWDEN JCT.....		9.58	10.20	1.57		
								0.52						
			10.59	s 1.16		z 9.41	Z9	.....EVELETH.....	V	s 9.56	10.18	1.53		
			11.01	1.18				.....SNOWDEN JCT.....		9.54	10.15	1.49		
			11.04	1.21			Z8	.....FAYAL.....	F A	9.51	10.12	1.46		
								1.72						
			f 11.08	f 1.27				.....LEONIDAS.....		f 9.47	f 10.07	f 1.42		
								1.55						
	12.44	2.32	11.12	1.31		z 11.33	B3	.....LARGO JCT.....		9.42	10.02	1.37	11.42	
								1.70						
	12.47	2.35	f 11.15	1.35			B5	.....RAINY JCT.....		9.39	f 9.59	f 1.34	11.39	
								1.39						
	12.51	2.45	11.23	1.45	W C Y	z 14.82	B7	A.....VIRGINIA.....L	V R	9.35	9.55	1.30	11.35	
	PM	PM	AM	PM						AM	AM	PM	AM	

North Bound McKINLEY TO GILBERT South Bound

FIRST CLASS						FIRST CLASS	
Daily		Distance from Allen Jct.	Station Numbers	Time Table No. 78 May 29, 1938 STATIONS	Telegraph Calls	Daily	
19	17					18	20
Pass.	Pass.					Pass.	Pass.
PM	AM					AM	PM
12.32	10.18	x 18.08	X 18	L.....McKINLEY.....A	M K	10.38	12.52
				2.75			
12.40	10.29	x 20.83	X 20½	A.....GILBERT.....L	G I	10.30	12.41
				2.09			
		x 22.92	X 23	.....MARISKA.....			
PM	AM					AM	PM

IRON RANGE DIVISION

Mesaba to Argo

North Bound — **South Bound**

Station Numbers	Distance From Mesaba	Time Table No. 78 May 29, 1938 STATIONS	Telegraph Calls
P 77	0.0	L-Y.....MESABA.....A	
		7.40	
	s7.40	Y.....RIDGE.....	
		1.95	
	s9.35	.....JERICHO.....	
		1.25	
	s10.60	.....BOULDER.....	
		1.27	
	s11.87	.....DIVIDE.....	
		2.76	
	s14.63	.....BABBITT.....	
		3.79	
	s14.42	A.....ARGO.....L	

Wales to Whyte

North Bound — **South Bound**

FIRST CLASS

Second and Fourth Wednesday Each Month

105 Mixed	Distance From Wales	Station Numbers	Time Table No. 78 May 29, 1938 STATIONS	Telegraph Calls	106 Mixed
AM					PM
10.55	W 0.0	P 44	L.....WALES.....A		2.05
			4.04		
11.15	W 4.04		.....WELCH.....		1.45
			3.02		
f 11.30	W 7.06		.....McNAIR.....		f 1.30
			3.31		
f 11.45	W10.37		.....DARBY JCT.....		f 1.15
			1.30		
f 11.50	W11.67		.....JORDAN.....		f 1.05
			2.14		
11.57	W13.81		.....AVOY.....		12.55
			0.77		
f 12.02	W14.58		.....SCOTT JCT.....		f 12.50
			2.28		
	W16.86		....GREENWOOD WYE....		
			1.95		
12.20	W18.81		A.....WHYTE.....L		12.35
PM					PM

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.

Trains having rights over other trains

1. 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. 31 is superior to Train No. 34, Iron Jct. to Largo.

Train No. 67 is superior to Train No. 68, Coleraine Jct. to Calumet.

Train No. 65 is superior to Train No. 66, Wolf to Mt. Iron.

Train No. 5 is superior to Train No. 6.
Train No. 17 is superior to Train No. 18.
Train No. 19 is superior to Train No. 20.
Train No. 105 is superior to Train No. 106.

Standard Clocks

2. Standard clocks are located at Dispatcher office, Ore Docks, Yard Office "Hole," Missabe Junction, Proctor Telegraph Office, Yard Office Proctor, Roundhouse Proctor, Mitchell, Taconite Junction, Virginia, Steelton, Alborn and Watch Inspector's Office, Proctor, Endion Depot, Two Harbors Depot, Roundhouse Office, Diamonds, Allen Junction Depot, Tower Junction Depot, Ely Depot, Biwabik Depot and Fayal Yard Office, Watch Inspector's Office Two Harbors.

Registering Points

3. Except as otherwise provided, all trains will register at Missabe Junction, Proctor, Coleraine, Iron Junction, Wolf, Mountain Iron, Virginia, Hibbing, Shenango, Steelton and Biwabik. Scheduled trains will register at Wilpen, Hull Junction, Endion, Two Harbors, Allen Junction, Biwabik, Fayal, Eveleth, Tower Junction and Ely. All regular Western Mesaba Branch trains and all trains on Mariska Line will register at McKinley. Northbound through Western Mesaba freight and ore trains will not register at Allen Junction or Biwabik. Southbound through freight and ore trains will not register at Biwabik but will register by card at Allen Junction.

Trains from Coleraine Branch entering Alborn Yard, via wye, will register at Alborn.

Trains 1, Proctor

Train No. 1 must not pass Proctor without train order or clearance card.

At Mitchell extra trains will register. Regular trains will register by card.

Approach certain stations at restricted speed

4. All trains must approach the following points at restricted speed: Missabe Junction, Ore Docks, Proctor, Alborn, Taconite Junction, Bovey, Iron Junction, Wolf, Wacootah Switch, Mountain Iron, Largo, Minnewas Yard, Virginia, Sherwood, Wilpen, Mitchell, Ruby Junction, North Hibbing, South Hibbing, Rust Yard, Rust Crusher Yard, Crusher Junction, Steelton, Hull Junction, Endion, Two Harbors, Allen Junction, Biwabik, McKinley, Fayal, Eveleth, Tower Junction, Tower and Ely.

Trains coming to stop

5. All trains from Chisholm Branch will come to a stop before entering main line at Wilpen.

Location of Bulletin Books

6. Yard Office, Steelton; Depot, Missabe Junction; Yard Office "Hole," Missabe Junction; Trainmen's Room, Depot, Proctor; Yardmen's Building, Proctor; Office of Roundhouse Foreman, Proctor; Yard Office, Proctor; Special Caboose Coach, Proctor; Yard Office, Taconite Junction; Depot, Coleraine; Depot, Iron Junction; Yard Office, Virginia; Office of Roundhouse Foreman, Mitchell; Yard Office; Mitchell; Depot, Hibbing; Rust Crusher Yard; Ore Docks. Depot, Endion; Roundhouse, Endion; Depot, Two Harbors; Roundhouse, Two Harbors; Yardmaster's Office, Two Harbors; Diamonds, Two Harbors; Depot, Allen Junction; Depot, Biwabik; Roundhouse, Biwabik; Fayal Yard Office; Fayal Roundhouse; Depot, Eveleth; Depot, Tower Junction; Depot, Ely; Roundhouse, Ely.

Line up No. 4 Switch, Wilpen

7. No. 4 switch in the North end of the South Yard at Wilpen must be lined up for No. 4 siding when not in use.

Wye switches, at Missabe Mountain

8. The North leg of the wye switch at Missabe Mountain Yard must be left lined for the Missabe Mountain main line when not in use.

9. The following wyes show what class of engine may be turned on them:

Hornby Wye—not larger than class "K."
Ridge Wye—not larger than class "K."
Tower Junction—not larger than "N."
Ely Wye—not larger than "K."

Restrictions, certain class engines

10. When using Engines 208 to 211, inclusive, in sorting service, make a stop before uncoupling engine from cars.

500 Class engines must not be put in the "Hole" at Missabe Junction or on the Soo Transfer.

On Missabe Division Class S 6 engines, No. 90 to 93, must not be run South of Mile Post 5, nor North of Mile Post 24, Main Line.

Class "N" and larger engines must not go North of Gilbert on Mariska Line.

Speed of Trains

11. The maximum speed of unscheduled (except special) trains Northbound will be thirty (30) miles per hour, Southbound twenty-five (25) miles per hour, specials forty-five (45) miles per hour.

Engines without pony or engine trucks, or light engines backing over road, will not exceed twenty (20) miles per hour.

Speed of any passenger train, when late, will not exceed fifty-five (55) miles per hour.

When backing up, passenger or special trains must not exceed twenty-five (25) miles per hour on straight track and fifteen (15) miles per hour on curves.

All trains will reduce speed to four (4) miles per hour before going over road crossing at Brooklyn on North Hibbing Line.

Regular and special passenger trains and mixed trains must not exceed twelve (12) miles per hour between 43rd Avenue East and 62nd Avenue East; other trains must not exceed twelve (12) miles per hour between Duluth Union Depot and 62nd Avenue East, Duluth.

The following are the maximum speeds allowed passenger trains over the section of track named:

Between Duluth and Highland, fifty-five (55) miles per hour.

Between Highland and Mile Post 47 and Wahlsten and Ely, forty (40) miles per hour.

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

The speed of Wales Spur train Northbound will be eighteen (18) miles per hour and Southbound fifteen (15) miles per hour.

Running against current of traffic

12. When trains are being run around other trains against the current of traffic, they must sound the engine whistle frequently for the protection of trackmen and others. Speed must not exceed ten (10) miles per hour until curves are passed and view is clear.

When trains have changed the current of traffic and are passing highway crossing signals they will restrict their speed and use their whistle frequently.

Grade Crossing at Virginia

13. At Virginia highway crossing Flagman is stationed at Chestnut Street between the hours of 8:00 A. M. and 4:00 P. M. daily except Sunday. At all other hours trains must stop and trainmen must flag trains over this crossing.

Sound Whistle North of Car Shops

14. Enginemen on passenger trains or specials will sound whistle when approaching Car Shop Location at Proctor.

Trains on Keenan Cut-Off

15. All trains from Hibbing having time shown at Wolf, will run to or via that station. All other trains will run via Keenan Cut-Off unless otherwise directed by Train Dispatcher.

Setting hand brakes in Yards

16. 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 all tracks south of 27.

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 on rear of all empty trains into Hull Rust.

Five (5) hand brakes must be set on the South end of all cars left in the Rust Crusher Yard whether they are loads or empties.

When trains of ore are left in ore yard at Two Harbors, five (5) brakes must be set on rear of train as well as on the head end of train.

17. Yardmasters at Proctor, issuing orders 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 that they are to put their train on.

18. The track outside and along the North shop fence Two Harbors, is the track designated for locomotives coming from the diamonds to the roundhouse and must not be used by crews in opposite direction.

19. No cars must be left on spur between the pump house and main line at Lakewood under any circumstances.

20. When cars, either loaded or empty, are being handled from Duluth Siding or Lunz's track, to the Lower Yard, Two Harbors, they must have air hose coupled up and air brakes in operation on all cars to avoid the possibility of cars breaking off and getting away or of engineman losing control of train.

21. Cars must not be switched where it will be necessary to leave them with engine detached anywhere on the main line or wye tracks between overhead railroad bridge South, Seventh Avenue bridge North, and passenger station at Two Harbors, except on the passenger cut-off or on main line South of the passenger cut-off switch, and then only when switch is set for passenger cut-off track.

Location of Telephones

22. Telephones on Two Harbors Circuit are located at: Lakewood, Knife River, Circle, Waldo, Brimson No. 3 Pit, Hinsdale, Athens, M. P. 93; Murray, Robinson, Booth 573—800 feet South of Mile Post 103, M. P. 104; Booth 612—400 feet North of Mile Post 110 and South Aurora, Skibo, mile 68½. Wyman, 25 feet north of main line switch, Stratton. McNair, Greenwood Wye.

23. The following street crossings in Endion yard are to be treated as public crossings, and to be unobstructed by cars, etc.: 18th, 21st, 22nd and 23rd Avenues East.

24. Outgoing engines from Two Harbors roundhouse to the engine track leading under the ore docks must stop before crossing the tracks leading to the diamonds and shops, and must not proceed until they know they can cross without delay to trains or engines using these tracks. Trains or engines using these crossings must use extra care not to leave cars standing on crossings or to interfere with outgoing engines.

25. Train orders making meeting points with passenger trains at Two Harbors must specify the point where trains will meet. For instance, order should state Lower Yard, which will mean switch near D. M. & I. R. Ry. Club Building; Duluth Siding, which will mean the South switch at Duluth Siding; South End of old Safety Track, which will mean that portion of old Safety Track South of Duluth Siding, or Overhead Bridge, which will mean switch to No. 6 Yard from main line. When trains arrive from South and have any doubt as to the location of the passenger train, which must back from station to overhead bridge, such train must go to telephone near overhead bridge and locate the passenger train before proceeding.

26. At Two Harbors to prevent cars running from upper to lower yard, a switch lock has been put on the switch leading from the engine track to the lower yard and shop track near the diamonds. All concerned will see that this switch is left set and locked for the engine track instead of for the lower yard track, except when actually being used.

27. Switch at North end of Highland scale track may be left set as last used.

The main line switch at Tower Junction—the second switch North of depot, will be left set for Southbound ore and freight trains pulling out of yard.

28. All trains and engines using North leg of wye at Wyman must run in the direction from the Western Mesaba Branch towards the Tower main line, except special passenger trains and other trains may use it in the opposite direction by trainmen preceeding train and properly protecting it.

29. Engines when backing into Union Depot, Duluth, from the North, will stop just before crossing 5th Avenue West and brakeman will precede engine as it passes over crossing.

30. **LOCATION OF CROSSOVERS**

Main Line

MISSABE DIVISION

Mile Post	Mile Post
1.6	32.2
2.4	32.4
7.0	32.6
7.1	33.9
9.9	36.0
14.4	41.0
19.9	41.7
20.7	44.6
21.4	45.6
21.7	48.4
22.5	49.2
25.4	53.2
26.2	55.6
30.0	60.1
31.4	60.9

Superior Branch

8.5	11.0

Alborn Branch Line

Mile Post	Mile Post
2.7	10.6
3.6	11.4
4.6	13.7
8.0	19.9
10.0	20.4

Rust Branch Line

0.6	14.8
5.2	15.6
11.8	16.3

D. & I. R. DIVISION

Mile Post	Mile Post
29.6	73.0
30.5	73.9
35.2	x 1.7
40.7	x 4.4
41.3	x 7.2
44.2	x 8.9
45.0	x 10.7
49.2	
50.6	x 14.9
51.2	
53.5	x 16.3
55.7	x 17.7
56.1	x 18.0
58.2	z 1.2
59.0	z 2.8
61.6	z 3.4
67.1	z 3.9
67.9	z 5.0
71.2	
72.3	z 7.0
72.5	z 7.9

MEDICINE CASES

31. Stretchers and cases containing medicines, bandages, first aid instructions, etc., are supplied on each engine, baggage car, caboose and yard offices, to be used when employes or others are injured.

32. Conductors will make written report to Superintendent each time case is broken and supplies are used.

33. **COMPANY'S SURGEONS**

WEBBER HOSPITAL, Grand and 56th Aves., West Duluth.
Dr. E. E. Webber, Chief Surgeon
Dr. E. T. Martin
Dr. K. W. Emanuel
Dr. S. N. Litman
Dr. Francis Chermak

MISSABE DISPENSARY, Proctor, Minn.
Dr. E. E. Webber, Chief Surgeon, Proctor
Dr. S. J. Hathaway
Dr. John O'Hanlon
Dr. F. F. Slyfield, Oculist.....Duluth, Minn.
Rood Hospital Service.....Hibbing, Minn.
Rood Hospital Service.....Chisholm, Minn.
Dr. Robert Bray.....Biwabik, Minn.
Dr. H. B. Ewens.....Virginia, Minn.
Dr. C. W. More.....Eveleth, Minn.
Rood Hospital Service.....Coleraine, Minn.

Dr. E. E. Webber, Chief Surgeon, Two Harbors, Minn.
Dr. R. F. Mueller, Assistant Chief Surgeon
Dr. E. P. Christensen
Dr. F. F. Slyfield, Oculist.....Duluth, Minn.
Drs. Ayres and Parker, Shipman Hospital.....Ely, Minn.
Dr. C. Gordon Watson, Soudan Hospital.....
.....Tower and Soudan, Minn.
Dr. Robert Bray.....Biwabik, Minn.
Dr. C. W. More.....Eveleth, Minn.
Dr. I. T. Dahlin.....Aurora, Minn.
Dr. M. L. Strathern.....Gilbert, Minn.
Webber Hospital (Cal. 240).....Duluth, Minn.

A. L. LEDIN,
Assistant Superintendent

R. E. JONES,
Trainmaster

D. A. DONOVAN,
Trainmaster

C. F. BENDER
Chief Train Dispatcher