Duluth, South Shore and Atlantic Railway

P. L. Solether, Trustee

AND

Mineral Range Railroad

P. L. Solether, Trustee

TIME TABLE

No. 343

Effective 12:01 A. M.

Sunday, November 16th, 1947

CENTRAL STANDARD TIME

For the Information and Government of Employees only.

The Company reserves the right to vary the running of trains as circumstances may require.

G. A. HAGER,
Trainmaster.

H. F. SCHMIDT,
Superintendent.

P. L. SOLETHER,
Trustee.

GUELFF PTG. CO., MARQUETTE, MICH.

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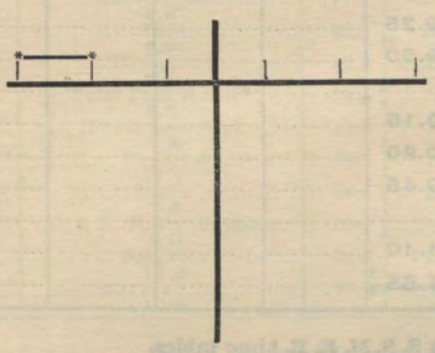
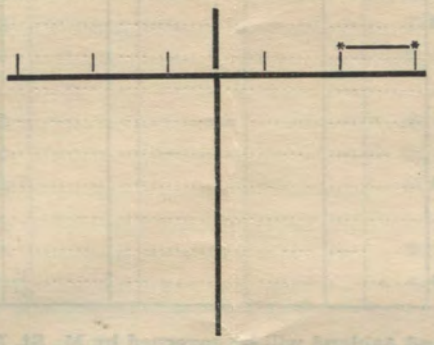
LOCATION OF DISPATCHER'S TELEPHONE CIRCUIT

(Face in the direction named)

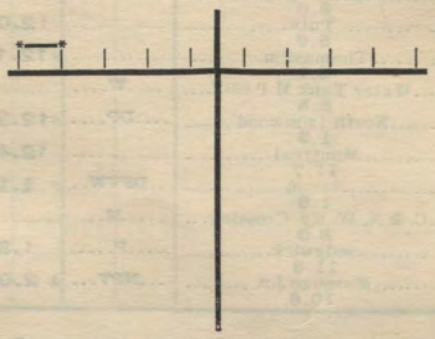
Use position shown on top cross arm



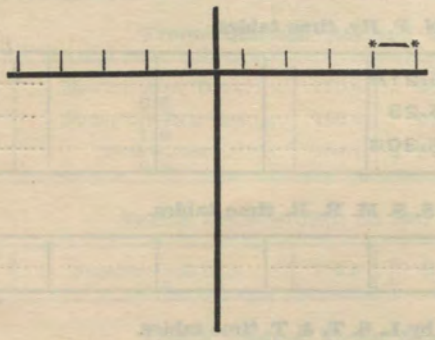
ST. IGNACE to SOO JCT



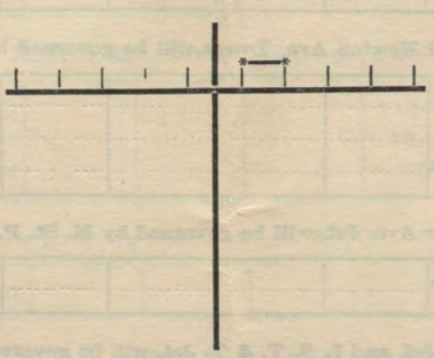
SOO JCT. to MARQUETTE



MARQUETTE to ISHPEMING



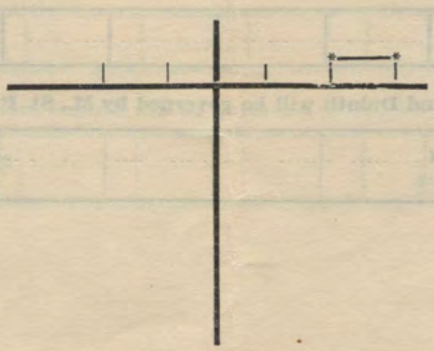
ISHPEMING to CHAMPION



CHAMPION to NESTORIA

NESTORIA to BARAGA

BARAGA to EAST HOUGHTON



NESTORIA to SAXON

SAXON to MARENGO JCT.

FIRST SUBDIVISION—WEST

TIME TABLE NO. 343
Sunday, Nov. 16th, 1947

Distance from Sault Ste. Marie		SEE RULE 6 (A)	FIRST CLASS 7 Passenger Daily Except Saturday	SECOND CLASS 21 Time Freight Daily
255.3	EWEN	.BDKNP.. ..RWXY..	L 10.55 PM	L 8.00 PM
	14.2			
269.5	Bergland	...DPX...	S 11.30	8.35
	2.9			
272.4	Lake Gogebic	...CPW...	11.38	9.00
	9.6			
282.0	Tula		12.01 AM	9.25
	5.6			
287.6	Thomaston		S 12.12	9.50
	6.1			
293.7	Water Tank M.P.293.7	....W....		
	5.5			
299.2	North Ironwood	....DP....	S 12.37	10.15
	1.2			
300.4	Montreal		12.40	10.20
	11.7			
312.1	Saxon	..DPVW..	S 1.10 S	10.45
	1.8			
313.9	C. & N. W. Ry Crossing	.....M....		
	8.0			
321.9	Sedgwick	....P.....	1.36	11.10
	11.3			
333.2	Marengo Jct.	...NPV...	A 2.00 AM	A 11.55 S PM
	10.6			

Trains between Marengo Jct. and Ashland will be governed by M., St. P. & S. S. M. R. R. time tables.

343.8	Ashland		S L 2.30 AM	L 2.40 AM
	63.9			

Trains between Ashland and Newton Ave. Tower will be governed by N. P. Ry. time tables.

407.7	Newton Ave. Tower		L 4.52 AM	L 5.21 AM
	0.5			
408.2	Superior—East End		4.53	5.23
	1.2			
409.4	28th Street	....X....	A 4.58 AM	A 5.30 AM
	2.4			

Trains Between 28th St. and Tower Ave. Jct. will be governed by M. St. P. & S. S. M. R. R. time tables.

411.8	Superior, Soo Line		S L 5.05 AM	
	3.3			

Trains between Tower Ave. Jct. and L. S. T. & T. Jct. will be governed by L. S. T. & T. time tables.

Trains between L. S. T. & T. Jct. and Berwind Jct. will be governed by N. P. Ry. time tables.

415.1	West Duluth			
	3.9			

Trains between Berwind Jct. and Duluth will be governed by M., St. P. & S. S. M. R. R. time tables.

419.0	DULUTH		S A 5.40 AM	
			7	21

FIRST SUBDIVISION—EAST

TIME TABLE NO. 343
Sunday, Nov. 16th, 1947

Siding Capacity		Distance from Ewen	FIRST CLASS 8 Passenger Daily Except Saturday	SECOND CLASS 22 Time Freight Daily	Distance from Duluth
	EWEN	0.0	A 3.10 AM	A 8.25 AM	163.7
	14.2				
43	Bergland	14.2	f 2.40	7.58	149.5
	2.9				
38	Lake Gogebic	17.1	2.33	7.40	146.6
	9.6				
23	Tula	26.7	2.13	7.05	137.0
	5.6				
34	Thomaston	32.3	s 2.01	6.50	131.4
	6.1				
	Water Tank M.P.293.7	38.4			125.3
	5.5				
	North Ironwood	43.9	s 1.35	6.17	119.8
	1.2				
44	Montreal	45.1	1.30	6.15	118.6
	11.7				
36	Saxon	56.8	s 1.10 7	5.45	106.9
	1.8				
	C. & N. W. Ry. Crossing	58.6			105.1
	8.0				
45	Sedgwick	66.6	12.45	5.10	97.1
	11.3				
43	Marengo Jct.	77.9	L 12.20 21 AM	L 4.45 AM	85.8
	10.6				

Trains between Marengo Jct. and Ashland will be governed by M., St. P. & S. S. M. R. R. time tables.

	Ashland	88.5	s L 11.55 PM	L 4.15 AM	75.2
	63.9				

Trains between Ashland and Newton Ave. Tower will be governed by N. P. Ry. time tables.

	Newton Ave. Tower	152.4	A 9.09 PM	A 12.14 AM	11.3
	0.5				
9	Superior—East End	152.9	9.08	12.12	10.8
	1.2				
	28th Street	154.1	L 9.00 PM	L 12.05 AM	9.6
	2.4				

Trains Between 28th St. and Tower Ave. Jct. will be governed by M. St. P. & S. S. M. R. R. time tables.

	Superior, Soo Line	156.5	s L 8.45 PM		7.2
	3.3				

Trains between Tower Ave. Jct. and L. S. T. & T. Jct. will be governed by L. S. T. & T. time tables.

Trains between L. S. T. & T. Jct. and Berwind Jct. will be governed by N. P. Ry. time tables.

	West Duluth	159.8			3.9
	3.9				

Trains between Berwind Jct. and Duluth will be governed by M., St. P. & S. S. M. R. R. time tables.

	DULUTH	163.7	L 8.15 PM	22	0.0
			8		

SECOND SUBDIVISION—WEST

TIME TABLE NO. 343

Sunday, Nov. 16th, 1947

Distance from Sault Ste. Marie		Distance from Ewen	SEE RULE 6 (A)	FIRST CLASS 9 Passenger Daily	1 Passenger Daily except Sunday	7 Passenger Daily except Saturday	107 Passenger Saturday Only		SECOND CLASS 21 Time Freight Daily	31 Time Freight Daily except Saturday		
154.5	EAST YARD	100.8	BDJKMNP ...RVXZ..	... .	L 1.40 PM 2	....	.....	.....	L 8.00 AM	L 8.00 PM	.....	... .
0.8												
155.3	Marquette	100.0	.BCDKNO. ..PRTWX..	.....	s 1.45 22 2.00	L 6.10 PM	L 6.10 PM	.....	.....	.....	.....	.....
0.5												
155.8	Marquette Scales	99.5	..PRXZ..	.....	2.02	6.13	6.13	.....	8.10	8.10	.....	.....
6.2												
162.0	Morgan	93.3	.....P.....	.....	2.16	6.30	6.30	.....	8.35	8.40	.....	.....
0.8												
162.8	L.S & I.R.R. Crossing	92.5	....M.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
4.0												
166.8	Negaunee	88.5	.DPVWXY.	.....	s 2.27	s 6.40	s 6.40	.....	9.15	9.10	.....	.....
0.8												
167.6	C. & N. W. Ry. Crossing	87.7	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
2.1												
169.7	Ishpeming	85.6	.BDNPVX.	.....	s 2.40	s 6.57	s 6.57	.....	10.00	10.00	.....	.....
0.3												
170.0	C. & N. W. Ry Crossing	85.3	...UX....	.....	.....	.....	.....	.....	.....	.....	.....	.....
0.2												
170.2	Barnum Siding	85.1	....VX....	.....	2.42	7.01	7.01	.....	10.05	10.05	.....	.....
0.5												
170.7	C. & N. W. Ry. Crossing	84.6	....UX....	.....	.....	.....	.....	.....	.....	.....	.....	.....
0.7												
171.4	Winthrop Jct.	83.9	...VX....	.....	2.45	7.04	7.04	.....	10.15	10.15	.....	.....
4.8												
176.2	Greenwood	79.1	.....	.....	2.54	7.13	7.13	.....	10.25	10.30	.....	.....
2.7												
178.9	Blueberry Mine Jct.	76.4	..JPWXY..	.....	2.58	7.18	7.18	.....	10.35	10.45	.....	.....
6.8												
185.7	Champion	69.6	..BDNP... ...RVX...	L 6.20 AM 8 106	s 3.12	s 7.42 10	s 7.42 10	.....	11.00	11.15 32	.....	.....
7.5												
193.2	Michigamme	62.1	....P.....	f 6.34	s 3.25	s 8.00	8.15	.....	11.39	11 35	.....	.....
4.8												
198.0	Three Lakes	57.3	.....	6.43	3.33	8.10	8.25	.....	11.53 2	11.48	.....	.....
2.9												
200.9	Nestoria	54.4	BCJPRWX ....YZ....	s A 6.50 AM	s A 3.38 PM	s 8.15	A 8.30 PM	.....	11.58 22	A 11.55 PM	.....	.....
10.1												
211.0	Vermilac	44.3	.....P.....	.....	.....	8.38	.....	.....	1.10 PM	.....	.....	.....
4.0												
215.0	Covington	40.3	....DP....	.....	.....	s 8.48	.....	.....	1.25	.....	.....	.....
8.8												
223.8	Sidnaw	31.5	..DMPV.. ...WX...	.....	.....	s 9.25	.....	.....	1.50	.....	.....	.....
9.6												
233.4	Kenton	21.9	.....	.....	.....	s 9.45	.....	.....	2.20	.....	.....	.....
5.7												
239.1	Trout Creek	16.2	..CDPWX..	.....	.....	s 10.05	.....	.....	2.50	.....	.....	.....
10.9												
250.0	Bruce's Crossing	5.3	.....P.....	.....	.....	s 10.25	.....	.....	3.25	.....	.....	.....
5.3												
255.3	EWEN	0.0	..BKNPR.. ...WXY...	.....	.....	s A 10.35 PM	.....	.....	A 4.00 PM	.....	.....	.....
				9	1	7	107		21	31		

SECOND SUBDIVISION—EAST

TIME TABLE NO. 343
Sunday, Nov. 16th, 1947

Siding Capacity		FIRST CLASS					SECOND CLASS					Distance from Duluth
		106	8	2	10		22	32				
		Passenger	Passenger	Passenger	Passenger		Time Freight	Time Freight				
		Sunday Only	Daily except Sunday	Daily except Sunday	Daily		Daily	Daily except Saturday				
.....	EAST YARD	.....	.....	A 1.40 PM 1	.....	.....	A 1.55 PM	A 2.00 AM	.....	.....	.....	264.5
	0.8											
.....	Marquette	A s 7.40 AM	A s 7.40 AM	s 1.30 1.17	.....	.....	1.45 1	.....	.....	.....	.....	263.7
	0.5											
.....	Marquette Scales	7.35	7.35	1.15	.....	.....	.....	1.50	.....	.....	.....	263.2
	6.2											
37	Morgan	7.21	7.21	1.03	.....	.....	1.30	1.25	.....	.....	.....	257.0
	0.8											
.....	L.S.& I.R.R Crossin	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	256.2
	4.0											
26	Negaunee	s 7.10	s 7.10	s 12.56	.....	.....	1.20	1.10	.....	.....	.....	252.2
	0.8											
.....	C. & N. W. Ry. Crossing	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	251.4
	2.1											
21	Ishpeming	s 6.48	s 6.48	s 12.47	.....	.....	1.08	12.45	.....	.....	.....	249.3
	0.3											
.....	C. & N. W. Ry. Crossing	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	249.0
	0.2											
22	Barnum Siding	6.43	6.43	12.42	.....	.....	1.06	12.15	.....	.....	.....	248.8
	0.5											
.....	C. & N. W Ry. Crossing	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	248.3
	0.7											
.....	Winthrop Jct.	6.40	6.40	12.39	.....	.....	12.56	12.05 AM	.....	.....	.....	247.6
	4.8											
22	Greenwood	6.32	6.32	12.31	.....	.....	12.46	11.50	.....	.....	.....	242.8
	2.7											
25	Blueberry Mine Jct.	6.27	6.27	12.27	.....	.....	12.41	11.35	.....	.....	.....	240.1
	6.8											
23	Champion	s 6.15 9	s 6.15 9	s 12.16	A 7.42 PM 7 107	.....	12.29	11.15 31	.....	.....	.....	233.3
	7.5											
44	Michigamme	f 3.35	f 5.50	s 12.02 PM	s s 7.28	.....	12.15	10.00	.....	.....	.....	225.8
	4.8											
14	Three Lakes	3.22	5.40	11.53 21	7.19	.....	12.05 PM	9.40	.....	.....	.....	221.0
	2.9											
.....	Nestoria	L 3.15 AM	s 5.35	L 11.47 AM	L 7.14 PM	.....	11.58 21	L 9.30 PM	.....	.....	.....	218.1
	10.1											
37	Vermilac	.....	5.04	.....	.....	.....	11.15	.....	.....	.....	.....	208.0
	4.0											
36	Covington	.....	s 4.55	.....	.....	.....	11.05	.....	.....	.....	.....	204.0
	8.8											
21	Sidnaw	.....	s 4.35	.....	.....	.....	10.35	.....	.....	.....	.....	195.2
	9.6											
22	Kenton	.....	f 4.15	.....	.....	.....	10.05	.....	.....	.....	.....	185.6
	5.7											
40	Trout Creek	.....	s 3.58	.....	.....	.....	9.45	.....	.....	.....	.....	179.9
	10.9											
6	Bruce's Crossing	.....	s 3.35	.....	.....	.....	9.05	.....	.....	.....	.....	169.0
	5.8											
.....	EWEN	.....	L 3.10 AM	.....	.....	.....	L 8.45 AM	.....	.....	.....	.....	163.7
		106	8	2	10		22	32				

WEST—THIRD SUBDIVISION—EAST

Siding Capacity	Distance from East Yard	SECOND CLASS 21 Time Freight Daily	FIRST CLASS 1 Passenger Daily Ex. Sunday	Distance from Sault Ste. Marie	TIME TABLE NO. 343 Sunday, Nov. 16th, 1947	SEE RULE 6 (A)	FIRST CLASS 2 Passenger Daily Ex. Sunday	SECOND CLASS 22 Time Freight Daily	Distance from Duluth
					Eastern Standard Time				
.....	... ..	.....	L 8.45 AM	.....	.....MACKINAW CITY.....	.....	A S 8.30 PM	....	.....

Mackinac Transportation Company

					Central Standard Time				
.....	150.7	L 12.05 AM	s 8.55	89.4	.....St. Ignace.....	..BDKNP.. ...RTX...	s 6.15	A1 1.55 PM	415.2
					0.9				
.....	149.8	....	8.58	88.5	....West Yard.....	....XZ....	6.08	....	414.3
					10.0				
.....	139.8	12.35	s 9.16	78.5	..... Moran	.....	s 5.50	11.32	404.8
					16.6				
29	123.2	.... 1.05	s10.20	61.9	.....Trout Lake	..DNPVX..	s 5.03	10.55	387.7
					15.3				
37	107.9	..... 2.05	f10.45	46.6	.....Soo Junction	.JPRWXY.	f 4.38	10.20	372.4
					11.9				
59	96.0	... . 2.45	s11.05	58.5	..... Newberry	...DPX...	s 4.22	9.30	360.5
					8.7				
56	87.3	..... 3.10	s11.17	67.2	..... McMillan	.....P.....	s 4.07	8.35	351.8
					12.3				
40	75.0	..... 3.45	s11.37	79.5	..... Seney	...DCP...	s 3.50	8.05	339.5
					15.5				
57	59.5	.. .. 4.25	11.59	95.0	..... Creighton	.....P.....	3.27	7.20	324.0
					9.6				
26	49.9	..... 4.55	s12.16 PM	104.6	..... Shingleton	..DPVX...	s 3.10	6.40	314.4
					3.8				
.....	46.1	....	.....	108.4	.....LS&I RR Crossing.....	....M....	....	....	310.6
					4.1				
56	42.0	..... 5.20	s12.33	112.5	.....Wetmore.	....DP....	s 2.55	6.15	306.5
					4.2				
.....	37.8	... . 5.30	12.40	116.7	.....Munising Jct.	....PV....	2.46	6.00	302.3
					2.5				
42	35.3	.... 5.35	12.44	119.2	.....Ridge.....	.....P.....	2.42	5.50	299.8
					5.8				
48	29.5	..... 5.50	f12.53	125.0	.....Au Train.....	.....P.....	f 2.28	5.20	294.0
					10.7				
86	18.8	..... 6.15	f 1.08	135.7	.....Deerton.....	.....P.....	f 2.10	4.55	283.3
					9.4				
41	9.4	..... 6.40	1.23	145.1	.....Gordon.....	.....P.....	1.55	4.25	278.9
					9.4				
.....	0.0	..... A 7.05 AM	A 1.40 PM	154.5	..... EAST YARD	.BDJKMN. ..PRVXZ..	L 1.40 PM	L 4.00 PM	264.5
		21	1				2	22	

WEST—SAULT STE. MARIE LINE—EAST

Siding Capacity	Distance from Soo Jct.	SECOND CLASS 19 Mixed Daily Ex. Sunday	Distance from Sault Ste. Marie	TIME TABLE NO. 343 Sunday, Nov. 16th, 1947	SEE RULE 6 (A)	SECOND CLASS 18 Mixed Daily Ex. Monday	Distance from Duluth
..	46.6	....	0.0	....SAULT STE. MARIE ..	.BDKRVX.	....	419.0
				0.5			

Trains between Sault Ste. Marie and Superior Jct. will be governed by Sault Ste. Marie Depot Co. Time Tables

.....	46.1	....	0.5	..... .Superior Jct..... .	....X....	....			418.5
				0.3	.BCKNRT.				
.....	45.8	.... L 8.30 PM	0.8	.....St. Mary's Tfr.....	..VWXYZ..	A S 4.30 AM	....	....	418.2
				11.4					
20	34.4	.... f 8.55	12.2	..... Brimley.....	.....	f 4.05	.....	.....	406.8
				12.8					
29	21.6	.... f 9.25	25.0	.....Rexford.....	.....	f 3.30	.....	.....	394.0
				6.8					
22	14.8	.... f 9.40	31.8	.....Strongs.....	.....	f 3.00	....	.....	387.2
				3.4					
.....	11.4	.... f 9.50	35.2	.....Eckerman..... ..	....	f 2.45	..... .	.....	383.8
				5.7					
22	5.7	.... f10.05	40.9	.....Hulbert.....	... .	f 2.25	.....	....	378.1
				5.7					
.....	0.0	.... s A 10.20 PM	46.6	....SOO JUNCTION	JPRWXY.	L 2.10 AM	... .	....	372.4
		19				18			

WEST—FOURTH SUBDIVISION—EAST

Siding Capacity	Distance from Sault Ste. Marie	SECOND CLASS 107 Time Freight Saturday Only	SECOND CLASS 31 Time Freight Daily except Sunday	FIRST CLASS 1 Passenger Daily except Sunday	FIRST CLASS 9 Passenger Daily	Distance from Nestoria	TIME TABLE No. 343 Sunday, Nov. 16th, 1947	SEE RULE 6 (A)	FIRST CLASS 2 Passenger Daily except Sunday	FIRST CLASS 10 Passenger Daily	SECOND CLASS 32 Time Freight Daily except Saturday	SECOND CLASS 106 Time Freight Saturday Only	Distance from Duluth
....	200.9	L 9.00 PM	L 12.30 AM	L 3.40 PM	L 6.55 AM	0.0	NESTORIA	BJNPR WXYZ	A s 11.44 AM	A s 7.10 PM	A 8.15 PM	A 1.35 AM	218.1
						7.3							
28	208.2	9.20	1.00	3.50	7.07	7.3	Summit	P	11.32	6.57	7.45	1.15 AM	225.4
						1.6							
8	209.8	9.30	1.10	f 3.53	f 7.10	8.9	Herman		f 11.29	6.54	7.35	10.50	227.0
						8.1							
28	217.9	10.10 106	1.50	s 4.10	s 7.27	17.0	L'Anse	BCDN PWX	s 11.09	s 6.23 32	6.50 10 5.25	10.10 107	285.1
						4.9							
26	232.8	10.30	2.05	s 4.18	s 7.35	21.9	Baraga	DP	s 11.03	s 6.15	5.10	9.10	240.0
						6.3							
30	229.1	10.55	2.25	f 4.28 32	f 7.47	28.2	Keweenaw Bay		f 10.53	6.05	4.28 1	8.50	246.3
						12.3							
38	241.4	11.25	2.55	s 4.45	s 8.07	40.5	Chassell		s 10.34	s 5.45	3.55	8.20	258.6
						7.5							
.....	248.9	11.50 PM A	A 3.20 AM	4.55	8.20	48.0	East Houghton	BCDKP RTWX	10.22	5.32	L 3.30 PM	L 8.00 PM	266.1
						0.6							
.....	249.5	.....	.....	s 5.00	s 8.30	48.6	Houghton	DIPVX	s 10.20	s 5.27	.....	.....	266.7
						0.3							
....	249.8	.....	.....	.....	.....	48.9	West End Bridge	IJXY	.....	.....	.....	.....	267.0
						0.1							
.....	249.9	.....	.....	5.12 10	.....	49.0	Shore Line Jct.	IJXY	.....	5.12 1	.....	.....	267.1
						0.7							
....	250.6	.....	.....	s 5.20	s 8.40	49.7	Lake View—Hancock	X	s 10.10	s 5.10	.....	.....	267.8
						12.5							
.....	263.1	.....	.....	s A 5.50 PM	s A 9.15 2 AM	62.2	CALUMET	DKRY	L 9.45 9 AM	L 4.45 PM	.....	.....	280.3
		107	31	1	9				2	10	32	106	

LAKE LINDEN LINE

Siding Capacity	Distance from Sault Ste. Marie	WEST	Distance from Lake Linden	TIME TABLE No. 343 Sunday, Nov. 16th, 1947	SEE RULE 6 (A)	EAST	Distance from Duluth
.....	259.2	L.	0.0	LAKE LINDEN	X	A	276.4
				4.7			
.....	254.5	.....	4.7	Dupont Jct.	IVW	.....	271.7
				1.3			
.....	253.2	.....	6.0	Dollar Bay	V	.....	270.4
				3.4			
.....	.....	.....	.....	C.R.R.R. Crossing	.....	.....	.....
.....	249.8	.....	9.4	West End Bridge	IJXY	.....	267.0
				0.1			
.....	249.9	A.	9.5	SHORE LINE JCT.	IJXY	L.	267.1
.....		.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....

SPECIAL INSTRUCTIONS.

Numbers shown opposite rules refer to the corresponding rule in The Consolidated Code of Operating Rules and Special Instructions.

3. STANDARD CLOCKS.

Duluth Passenger Station.
Superior 21st Street Yard Office and Roundhouse.
Ewen.
Calumet Passenger Depot.
East Houghton Freight Office.
Marquette, Dispatcher's Office, East Yard Office and Park Ave. Roundhouse.
Sault Ste. Marie Ticket Office and Roundhouse, St. Mary's Transfer.
St. Ignace Freight Station.

4. TIME TABLES.

Train and enginemen using the tracks of other railroads will be governed by the rules and regulations of such roads while using their tracks, and must provide themselves with their current time-tables.

S-5 Time applies at Superior Jct. to station sign located 700 feet west of the Junction switch.

6(A) ADDITIONAL SYMBOLS

U—railroad crossing not protected by interlocking, signals, or gates.

10(d) AMENDED.

White.....Flag stop. See Rule 28

19. AMPLIFIED.

A train equipped to display a cupola light will display such light by night showing red to the rear except when the train is clear of the main track; the couple cupola light will then be concealed.

S-72 EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS, EXCEPT—

No. 1 is superior to No. 8 between East Yard and Fifth St., Marquette.
No. 9 is superior to Nos. 106, 8, 2, and 10.
No. 19 is superior to No. 18.
C. & N. W. Ry. first class trains use south track at Negaunee depot and are superior to D.S.S.&A.Ry. trains.

S-88 INITIAL AND TERMINAL STATIONS.

28th Street and Ewen are the Initial and Terminal Stations for First Subdivision.

88(A) REGISTERING STATIONS.

Ewen.
Nestoria.
Calumet.
East Houghton. All except first class.
Champion Trains 9 and 10.
Marquette. First class only.
East Yard. All except first class.
Marquette Scales. Ore Extras.
Soo Junction. Soo Branch Trains only.
St. Ignace.
St. Mary's Transfer.
Sault Ste. Marie—Register of eastward trains will cover their arrival at Superior Jct.

88(B) CLEARANCE CARD.

Trains need not obtain Clearance card at Soo Jct.
No. 2 obtain initial Clearance card at Marquette instead of East Yard.
No. 1 need not obtain initial Clearance card at East Yard.
At Superior, No. 8 must obtain initial Clearance card at passenger station and No. 22 at 21st St. Yard Office.
Eastward trains must obtain Clearance card at Ashland from D., S. S. & A. dispatcher at Marquette during closed office at Marengo Jct. This does not in any manner qualify Soo Line Transportation Rule 83(B) which requires all trains operating under Soo Line rules to obtain initial Clearance card.

S-88, S-89, S-89(A):

No. 10 will take siding at Champion for all trains by pulling in on Milwaukee Ry. lead west of station. Eastward trains meeting westward trains at Morgan will hold the main track. This rule permits an inferior train to hold main track but does not confer any rights to proceed to east switch against a superior train. To proceed to the east switch, without a train order meet, or train order wait designating "wait at east switch", the inferior train will be required to clear the schedule of opposing trains when due to leave the station in advance, but not less than five minutes, and protect as per Rule 99.

91(A) BLOCK RULES.

(1) These rules are not to be construed as affecting the rights of any train under the time table or rules of The Consolidated Code of Operating Rules. They do not relieve trainmen from necessity of flagging; nor do they relieve employees from the full observance of general and special rules, special orders, instructions and bulletins governing the movement and protection of trains.

(2) Absolute Block means that but one train will be permitted to occupy a block.

(3) Permissive Block means that more than one train may be permitted to occupy a block when moving in the same direction, under restrictions prescribed by these rules.

(4) Train order signals will be used as block signals.
When train order signal is also used as block signal, a train may pass such signal at Stop-indication to make a station stop, to take fuel or water or to enter the siding in advance of the signal, provided the track is seen or known to be clear.

(5) All trains, unless moved under the authority of a Permissive Card, shall be spaced ten minutes.

(6) Trains following each other out of non-telegraph or closed block stations must keep 10 minutes apart.

(7) The operator will set his signal at "stop" immediately after a train has passed the signal and hold following trains until the expiration of the time-blocking period, unless such train is sooner released by the issuance of a Permissive Card, and a Clearance Card on the signal, or the signal ordered to "clear" by the dispatcher on account of the train ahead having cleared the block. When a Permissive Card is issued its number must be placed on the clearance card, recorded and handled as prescribed in Rule 221(C) for all train orders.

(8) The operator must not report a train as having arrived at his station unless the markers of such train has cleared the signal, or is on siding entirely in the clear and operator so advised by the conductor. Trains standing or switching on main track must not be considered or reported as clear unless they have actually cleared the block.

(9) Trains having cleared a block must not reenter such block except when protected as prescribed by Rule 99.

(10) An Absolute Block will be maintained between first class trains, between first class trains and passenger extras and between passenger extras.

(11) Permissive Cards may be used only by direction of the train dispatcher.

(12) When a train is to proceed under Permissive Card, the conductor and engineer must each have a card, Form 375, properly filled out and

signed by the initials of the Superintendent.

(13) Permissive Cards will be designated by number and entered in train order book by dispatchers in regular numerical order with train orders. **The number, time made O. K., and the Superintendent's initials must be endorsed on the** face of the Permissive Card, which must be signed by the operator before it becomes effective. A **Permissive Card may be annulled by train order.**

(14) When the train dispatcher authorizes a Permissive Card, the authority for the operator to issue the card will be given in the following manner:

"Card No.....Train .....from .....
to.....O. K. at.....M. A. B. C."

(15) When a Permissive Card is issued to a train, it must proceed at restricted speed, expecting to find the block occupied by train ahead; and when following a train carrying passengers must keep at least ten (10) minutes behind it.

(16) During stormy and foggy weather, conductors, enginemen and operators must keep train dispatcher informed as to weather conditions in order that the dispatcher may direct the movement of trains in accordance with such conditions.

(17) During storms and fog, the following rules will be effective:

(a) Absolute Block will be maintained.

(b) No freight train may leave a station unless they have time to arrive and report their train clear at the first open station in advance before a following first class train is due to leave the first open station in the rear.

(c) Trains following each other out of closed stations must keep 30 minutes apart and following trains must proceed at restricted speed.

(18) A train following a train carrying passengers must not proceed eastward from Atlas, Negaunee and Morgan, or westward from Herman, until the scheduled running time for first-class trains to the next station, has elapsed.

98. YARD LIMIT DEFINED BY BOARD SIGNS.

St. Ignace.	Champion.
Trout Lake.	Nestoria.
Soo Junction.	L'Anse.
Sault Ste. Marie.	East Houghton.
Newberry.	Hancock.
Shingleton.	Lake Linden.
East Yard	Sidnaw
Marquette.	Trout Creek.
Marquette Scales.	Ewen.
Negaunee.	Bergland
Ishpeming.	28th St. Superior.
Blueberry Mine Jct.	

98A. RAILROAD GRADE CROSSINGS.

Location.	Railroad.	Signals.
	First Subdivision	
M. P. 313.9	C. & N. W. Ry.	Auto. Interlocked.
	Second Subdivision.	
Sidnaw	C.M.St.P.&P.Ry.	Auto. Interlocked.
M. P. 170.7	C. & N. W. Ry.	Not Interlocked.
M. P. 170.0	C. & N. W. Ry.	Not Interlocked.
M. P. 167.6	C. & N. W. Ry.	Not Interlocked.
M. P. 162.8	L. S. & I. R. R.	Auto. Interlocked.
	Third Subdivision.	
East Yard	L. S. & I. R. R.	Auto. Interlocked.
M. P. 108.4	L. S. & I. R. R.	Not Interlocked.
Trout Lake	M.St.P.&S.S.M.R.R.	Not Interlocked.
	Fourth Subdivision.	
Shore Line Jct.	C. R. R. R.	Interlocked.
	Lake Linden Line.	
Dollar Bay	C. R. R. R.	Not Interlocked.
Dupont Jct.	C. R. R. R.	Interlocked.

99. FLAG PROTECTION.

Flagman must leave the torpedoes when he returns to his train. He must leave the fusee by night, and also by day when day signals cannot be plainly seen.

104A The Junction switch at Soo Junction will be set for St. Ignace Line and at Nestoria for Second Subdivision.

The switches at Superior Jct. will be set for Soo Line main track and Sault Ste. Marie passenger station.

The double track between Third street and East Yard, will be operated as follows:

East Bound trains will use the north track. West Bound trains will use the south track.

Switch Engines working at west end of East Yard will use the east bound track as switching lead.

105. SIDING CAPACITY.

As listed opposite stations in time-table, 165' clearance has been allowed at each end of siding, 92' allowed for engine, and 34' for caboose. The capacity of siding is then based on 46' average car-length.

Figures showing siding capacity should be doubled to give capacity for a train handling ore cars exclusively.

109. BULLETIN BOARDS.

Duluth passenger station.
Superior 21st St. Yard Office and Roundhouse.
Champion for 9 and 10.
Ewen.
Nestoria.
L'Anse.
East Houghton Freight Office and Roundhouse.
Calumet Ticket Office.
Ishpeming Ticket Office.
Marquette Dispatcher's Office, East Yard Office, Ticket Office, and Roundhouse.
St. Mary's Transfer and Roundhouse.
Sault Ste. Marie Ticket Office.
St. Ignace Depot and Roundhouse.

200. LIGHTS IN TRAIN ORDER SIGNAL.

Will not be used by night when operator not on duty, but trains must positively ascertain position of signal before passing.

520. SPRING SWITCH.

A switch identified by a diagonal target bearing the black letter "S" on a yellow field by day and a lunar white light by night.

Color light signals govern facing point movements over spring switches.

Sand must not be used over the movable parts of a spring switch.

Do not attempt flying switches or dropping of cars over spring switches.

521. Trains or engines trailing through spring switches and stopping on same must not take slack or make back up movement until switch points have been held to the proper position by throwing the switch by hand.

In case west bound train or engine waiting at west end double track at Marquette for east bound train or engine—trainmen on west bound movement will operate push button on west side of relay shelter at Spring St. to make the flash light signals at Third St. highway crossing operative for west bound movement over the street. The push button will release the signals after east bound train has passed.

LOCATION OF SPRING SWITCHES

West end East Yard.
West end of double track near Third St., Marquette.
To Passenger Station, between Third and Fourth Sts., Marquette.
West end of out going empty ore lead, Marquette Scales.
East end No. 1 south ore yard, Negaunee.
East end No. 1 north ore yard, Negaunee.

THE FOLLOWING RULES WILL GOVERN PORTAGE LAKE DRAWBRIDGE:

Whistle Signals for Portage Lake Bridge.

Houghton to Hancock—One long blast.

Hancock to Houghton—One long blast.

Houghton to Lake Linden Line—One long and one short blast.

Lake Linden Line to Houghton—One long and one short blast.

Hancock to Lake Linden Line—Two short and one long blast.

Lake Linden Line to Hancock—Two short and one long blast.

Four short and one long blast of the whistle signifies that train wishes to switch on bridge approaches.

Acknowledge all signals as soon as clear by two short blasts of the whistle.

Cars must not stand on derail.

EASTWARD

Double arm high signal on west approach to bridge, top arm governs movement of trains over route east across the bridge. Bottom arm governs movement of trains over the route east to Copper Range yard.

Double arm high signal at west end of bridge, bottom arm governs movement of trains east across the bridge.

WESTWARD

Single arm high signal located at east end of bridge approach governs movement of trains west to double arm dwarf signal at west end of draw.

Bottom arm governs movement of trains west over Mineral Range R. R. track and over Mineral Range R. R. "Y" track.

ON LAKE LINDEN LINE

Double arm high signal at County Road Commission, top arm governs movement of trains west to Hancock across the Copper Range R. R. diamond crossing. Bottom arm governs movement of trains over Wye track to double arm high signal at west end of bridge.

Signal arm high signal east of Shore Line Jct. governs movement of trains across the Copper Range R. R. diamond crossing.

PROVISIONAL STOPS FOR PASSENGER TRAINS.

Trains No. 1 and 2.
Ozark.

Trains No. 7 and 8.
Watton. Paynesville.

At any station to discharge or pick up passengers, between Nestoria and Marengo Jct.

SPEED RESTRICTIONS.

The speed limit in Time Table must not be exceeded. Slow Orders placed on different portions of the track must be observed. During the winter months and until the frost is out of the track in the spring you must govern your speed according to track conditions regardless of making your scheduled running time.

First class trains	50 M.P.H.
First class trains between Calumet and Hancock	40 M.P.H.
Passenger trains with F.3 class engines	40 M.P.H.
Passenger trains handling freight equipment must not exceed maximum speeds authorized for freight trains.	
All second class and extra freight trains 40 miles per hour in the following districts: Second Sub-Division—Between Ewen and East Yard. Third Sub-Division—Between St. Ignace and Ridge. Fourth Sub-Division—Between Nestoria and East Houghton. All other districts except Soo Branch	35 M.P.H.
All light engines	30 M.P.H.
All trains between 28th Street and Superior East End	25 M.P.H.
L-Class engines on Soo Branch	20 M.P.H.
All trains on Soo Branch	30 M.P.H.
All trains through the city limits of Ishpeming	30 M.P.H.
Approaching "19" indication train-order-signal, and until rear of train has passed it, to obtain clearance card	25 M.P.H.
Trains handling ore cars containing ore, sand, gravel, or rock	25 M.P.H.
Containing other materials or empty	30 M.P.H.
Disabled or dead engines with side rods in position	25 M.P.H.
Engines backing up	20 M.P.H.
Trains handling steam derrick, pile driver, cranes, or other pivoting machinery on its own wheels, or short scale test car	20 M.P.H.
All trains over Bad River Bridge at Mile Post 325.51	20 M.P.H.
L-1 Class Locomotives over: Bridge No. 2 —4—57' D.P.G. over power canal at Sault Ste. Marie	20 M.P.H.
Bridge No. 93 —52 T.P.G. over Fox River at Seney	20 M.P.H.
All trains over Railroad Crossings	20 M.P.H.
Around curve at Winthrop Jct.	15 M.P.H.
Disabled engines with disconnected side rods	15 M.P.H.
Engines operating under steam with side rods off and main rods connected	15 M.P.H.
All trains on curves just east of Mile Post M.3 on Hancock Hill	15 M.P.H.
All trains through the city limits of St. Ignace, Marquette, Negaunee, Houghton and Hancock Yards	15 M.P.H.
All trains through cross-overs and all switches	15 M.P.H.
All trains over Portage Lake Drawbridge	5 M.P.H.
All trains must approach high cut at Abitosse between Mile Posts 291 and 292 prepared to stop within range of vision account danger of landslides. (Speed to be further reduced where instructions or local conditions require.)	

SIDINGS AND SPURS

First Suddivision

	Distance from Sault Ste. Marie
Spur 301	301.3
Spur 287	286.3
Spur 280	279.8
Spur 275	275.5
Spur 274	274.0
Merriweather	273.1
Spur 267	267.2

Second Subdivision

Watton	218.5
Spur 216	216.4
Spur 208	208.5
Spur 205	205.2
Spur 203	203.0
Spur 201	201.6
Imperial Mine Jct.	194.2
Dishneau	188.6
Spur 182	182.3
Spur 181	181.3
Greenwood Mine Jct.	175.0

Third Subdivision

Spur 139	Telephone	139.4
Spur 88		87.9
Spur 80		80.3
Spur 75		75.4
Danaher		71.7
Dollarville		60.3
Ozark		66.6

Sault Ste. Marie Line

Spur 42	41.8
Raco	19.9

Fourth Subdivision

Spur D-5	206.6
Spur D-14	215.5
Spur D-15	216.4
Arnheim	233.3
Spur D-38	240.2
Spur D-39	240.4
Pilgrim	246.6
Atlas	253.7
Spur M-7	256.5

Lake Linden Line

Spur H-3	253.1
Copper Range Junction	254.6
Mason	256.0
Mills	257.2
Ahmeek Mill	258.0

WATCH INSPECTORS

Harland Wells	Duluth
H. Cedar	Superior
Agent	Ewen
Agent	L'Anse
Agent	Houghton
Agent	Calumet
Schoch & Hallam	Marquette
Cleven & Hawes	Marquette
A. Trombly	Sault Ste. Marie
Operator	Sault Ste. Marie
Agent	St. Ignace

COMPANY SURGEONS

Sault Ste. Marie, Examining Surgeon	J. G. Blaine
Sault Ste. Marie, Examining Surgeon, and Oculist	E. S. Rhind
Sault Ste. Marie	T. J. Trepasso
St. Ignace, Examining Surgeon	J. F. Darby
Newberry	R. E. Gibson
Marquette, Examining Surgeon	N. J. McCann
Marquette, Examining Surgeon	A. L. Swinton
Marquette, Examining Surgeon	A. K. Bennett
Marquette, Oculist, Examining Surgeon	D. P. Hornbogen
Marquette, Oculist, Examining Surgeon	G. I. Keskey
Negaunee and Palmer	R. A. Burke
Negaunee	Wm. A. Mudge
Ishpeming	W. A. Corcoran
Michigamme	Isaiah Sicotte
L'Anse	H. J. Winkler
Houghton, Examining Surgeon	A. D. Aldrich
Calumet	T. P. Wickliffe
Ewen, Examining Surgeon	Harold B. Hogue
Ironwood	A. J. O'Brien, W. L. Maccani
Superior, Oculist	T. J. Doyle
Superior	V. E. Ekblad
Duluth	J. W. Ekblad
Duluth	W. N. Graves
Duluth, Oculist	J. A. Winter

TONNAGE RATING OF ENGINES.

It has been found by experience that the ratings shown hereon for the different classes of engines can be hauled when weather and other conditions are favorable and there are places where even more tonnage can be hauled than shown in the ratings. When enginemen find that they can haul more than the established rating, they will so advise the conductor, that he may be governed accordingly. When, on account of cold and stormy weather or other adverse conditions, engines are unable to haul the prescribed rating, the train dispatcher will authorize such reductions as the conditions seem to warrant.

TONNAGE RATING OF ENGINES

WESTWARD

FROM	TO	CLASS H, H-1 551 TO 554	CLASS H-2 555 556	CLASS F-3 702 TO 711	CLASS F-4 91 92	CLASS F-7 718-719 D-1 100 TO 106	CLASS F-5 712 TO 715	CLASS F-6 716 717	CLASS L-1 1050 TO 1054
TRACTIVE POWER		26184	29100	36800	39100	43000	46600	48570	*58570
		TONS	TONS	TONS	TONS	TONS	TONS	TONS	TONS
St. Ignace	Trout Lake	680	740	1100	1165	1280	1375	1550	1860
Trout Lake	Soo Junction	965	1055	1600	1700	1860	2000	2260	2710
Soo Junction	Wetmore	1200	1300	2000	2120	2325	2500	2825	3390
Wetmore	Au Train	770	840	1350	1430	1565	1685	1900	2280
Au Train	Marquette	660	700	1100	1165	1280	1375	1550	1860
Marquette	Morgan	275	300	425	450	510	550	620	700
Morgan	Negaunee	540	590	900	950	1035	1125	1270	1525
Negaunee	Bergland	670	735	1100	1165	1280	1375	1550	1860
Bergland	Marengo	845	925	1700	1800	1975	2125	2400	2880
Sault Ste. Marie	Brimley	960	1055	1600	1700	1860	2000	2260	2710
Brimley	Rexford	725	795	1200	1275	1390	1500	1695	2370
Rexford	Soo Junction	1200	1300	2500	2650	2900	3125	3530	4235
Nestoria	Summit	725	795	1175	1270	1390	1500	1695	2035
Summit	Baraga	950	1040	1600	1700	1860	2000	2260	2710
Baraga	Keweenaw Bay	515	565	1000	1270	•1390	1500	1695	2035
Keweenaw Bay	Hancock	965	1060	1600	1700	1860	2000	2260	2710
Hancock	Atlas	190	210	320	340	370	400	455	530
Atlas	Calumet	540	590	900	950	1035	1125	1270	1525

•D1, 1175 *Includes Booster

EASTWARD

FROM	TO	CLASS H, H-1 551 TO 554	CLASS H-2 555 556	CLASS F-3 702 TO 711	CLASS F-4 91 92	CLASS F-7 718-719 D-1 100 TO 106	CLASS F-5 712 TO 715	CLASS F-6 716 717	CLASS L-1 1050 TO 1054
TRACTIVE POWER		26184	29100	36800	39100	43000	46600	48570	*58570
		TONS	TONS	TONS	TONS	TONS	TONS	TONS	TONS
Marengo	Thomaston	665	725	1100	1165	1280	1375	1550	1860
Thomaston	Ewen	965	1060	1600	1695	1860	2000	2260	2710
Ewen	Trout Creek	665	725	1100	1165	1280	1375	1550	1860
Trout Creek	Sidnaw	680	750	1150	1220	1360	1450	1650	1980
Sidnaw	Covington	665	725	1100	1165	1280	1375	1550	1860
Covington	Nestoria	770	845	1200	1270	1325	1425	1610	1930
Nestoria	Champion	990	1085	1800	1900	2195	2250	2540	3050
Champion	Ishpeming	1200	1300	2000	2120	2325	2500	2825	3390
Ishpeming	Negaunee	845	925	1500	1690	1860	2000	2260	2710
Negaunee	Marquette	1290	1400	2200	2330	2560	2750	3105	3725
Marquette	Gordon	1330	1450	2200	2330	2560	2750	3100	3720
Gordon	Ridge	665	725	1100	1165	1280	1375	1550	1860
Ridge	Shingleton	725	795	1250	1325	1460	1575	1780	2135
Shingleton	Soo Junction	1300	1400	2500	2650	2910	3125	3530	4235
Soo Junction	Trout Lake	1085	1180	1600	1700	1860	2000	2540	3050
Trout Lake	St. Ignace	1200	1300	2200	2330	2560	2750	3105	3725
Soo Junction	Rexford	990	1090	1700	1800	1950	2100	2370	2845
Rexford	Sault Ste. Marie	1400	1500	3300	3400	3725	4000	4515	5420
Calumet	Houghton	965	1060	1600	1700	1860	2000	2260	2710
Houghton	Keweenaw Bay	875	950	1450	1525	1650	1800	2025	2450
Keweenaw Bay	Baraga	965	1060	1600	1700	1860	2000	2260	2710
Baraga	L'Anse	600	660	1000	1165	1280	1375	1550	1860
L'Anse	Summit	210	230	350	370	410	440	500	575
Summit	Nestoria	965	1060	1600	1700	1860	2000	2260	2710

*Includes Booster

TABLE SHOWING THE RATE OF SPEED PER HOUR A TRAIN IS MOVING, WHERE THE TIME OF ONE MILE IS GIVEN.

Time of One Mile	Speed per Hour	Time of One Mile	Speed per Hour	Time of One Mile	Speed per Hour	Time of One Mile	Speed per Hour
M.S.	Miles	M.S.	Miles	M.S.	Miles	M.S.	Miles
1.—	60	1.20	45	2.—	30	4.—	15
1. 1	59	1.21	44	2. 4	29	4.17	14
1. 2	58	1.23	43	2. 8	28	4.37	13
1. 3	57	1.25	42	2.13	27	5.—	12
1. 4	56	1.27	41	2.18	26	5.27	11
1. 5	55	1.30	40	2.24	25	6.—	10
1. 6	54	1.32	39	2.30	24	6.40	9
1. 7	53	1.34	38	2.36	23	7.30	8
1. 9	52	1.37	37	3.43	22	8.34	7
1.10	51	1.40	36	2.51	21	10.—	6
1.12	50	1.43	35	3.—	20	12.—	5
1.13	49	1.46	34	3. 9	19	15.—	4
1.15	48	1.49	33	3.20	18	20.—	3
1.16	47	1.52	32	3.31	17	30.—	2
1.18	46	1.56	31	3.45	16	60.—	1

TRAIN DISPATCHERS.

O. S. Johnson
T. P. Flanagan
A. G. Moore
W. D. Cook
C. Francisco

G. A. Hager,
Trainmaster.

B. J. Pederson,
Chief Train Disp.

SAFETY

Safety should be the first consideration of every employee.

Every employee should report promptly any unsafe condition.