

CHICAGO & NORTH WESTERN RAILWAY

SMOKE
is fuel wasted



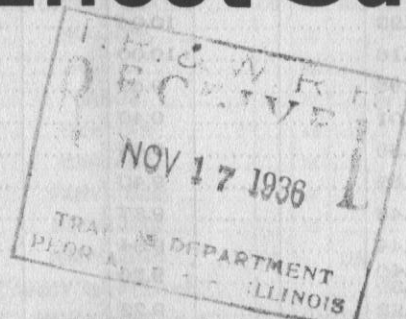
SAVE
COAL

PENINSULA DIVISION

No. 196 TIME TABLE No. 196

Takes Effect Sunday, November 15th, 1936

**At 12:01 o'clock A. M.
Central Time**



SPEED TABLE

Miles per Hour	Time per Mile	
	Minutes	Seconds
15.....	4	0
20.....	3	0
25.....	2	24
30.....	2	0
35.....	1	43
40.....	1	30
45.....	1	20
50.....	1	12
55.....	1	5
60.....	1	0

FOR THE GOVERNMENT AND INFORMATION OF EMPLOYEES ONLY.

B. E. TERPNING,
GENERAL SUPERINTENDENT.

F. J. BYINGTON,
ASS'T GENERAL SUPERINTENDENT.

G. Z. FLANDERS,
SUPERINTENDENT.

DIVISIONAL STAFF

ASSISTANT SUPERINTENDENT

D. B. McINTYRE
ESCANABA

F. W. LOOS, Chief Train Dispatcher
ESCANABA

DISPATCHERS

A. O. SYVERSON
J. H. KITTNER

M. J. TONKIN
W. V. LEPLA

J. B. MOORE, Master Mechanic
ESCANABA

J. P. HENGESH, Road Foreman of Engines
ESCANABA

E. G. DAY, Division Engineer
ESCANABA

G. W. WALTER, Division Accountant
ESCANABA

J. J. DWYER
ESCANABA

ROADMASTERS

A. MAU
MARINETTE

C. A. SAXON
IRON MOUNTAIN

DISTRICT CLAIM AGENT

C. W. KRAUSE
GREEN BAY

BETWEEN DUCK CREEK AND ESCANABA.

WESTWARD										EASTWARD																
THIRD CLASS			SECOND CLASS			FIRST CLASS					Subdivision 1 STATIONS Time Table 196 Nov. 15th, 1936	Capacity of Siding.	Communicating Station.	Office Calls.	FIRST CLASS							SECOND CLASS			THIRD CLASS	
21	37	187	11	209	217	121	161	10	210	216					224	244	162	280	36	22						
Way Freight	Mountain	Dan Trot	Motor Escanaba Passenger	The Winnebago	Ishpeming Passenger	Menominee Passenger	Iron and Copper Country Express	Motor Iron River Passenger	The Valley	The Winnebago					Milwaukee Passenger	Milwaukee Passenger	Iron and Copper Country Express	Ben Hur	Arrow	Way Freight						
Daily except Sunday	DAILY	DAILY	Daily except Sunday	Daily except Sunday	Daily except Sunday	DAILY	DAILY	Daily except Sunday	Daily except Sunday	Daily except Sunday					Daily except Sunday	Sunday only	DAILY	DAILY	DAILY	Daily except Sunday						
AM 8.20	PM 6.20	AM 10.40			PM 8.40	AM 9.40	AM 4.15	AM 12.50	686		1.53	GREEN BAY.	CS	FO	AM 10.05	PM 2.45	PM 7.10	PM 8.00	AM 12.10	AM 9.35	AM 1.30	PM 4.00				
AM 8.30	PM 6.40	AM 10.50			PM 8.50	AM 9.50	AM 4.25	AM 1.00	700	4.2	0.5	DUCK CREEK.			AM 9.55	PM 2.33	PM 7.00	PM 7.49	PM 11.59	AM 9.22	AM 1.19	PM 3.48				
8.32	6.59	10.52			8.51	9.54	4.26	1.01		4.7	4.2	SARANAC.	47		9.54	2.32	6.59	7.48	11.58	9.20	1.17	3.45				
8.44	7.40	11.02			8.57	10.02	4.32	1.07	702	8.9	5.9	BIG SUAMICO.	46	CS	BA	9.48	2.25	6.48	7.40	11.52	9.12	1.07	3.30			
8.57	7.55	11.16			9.05	10.12	4.40	1.16	704	W	4.4	LITTLE SUAMICO.	100			9.39	2.15	6.34	7.26	11.45	8.57	12.40	3.15			
9.07	8.05	11.27			9.11	10.18	4.47	1.22	705		4.7	BROOKSIDE.	7			9.32	2.08	6.24	7.18	11.38	8.37	12.30	3.00			
9.24	8.15	11.41			9.18	10.26	4.54	1.29	706		5.0	PENSAUKEE.	46	CS	SU	9.24	2.01	6.16	7.10	11.31	8.25	12.20	2.45			
10.00	8.30	11.56			9.28	10.37	5.09	1.40	708	W	5.3	OCONTO.	100	CS	CN	9.16	1.53	6.06	7.00	11.23	8.12	12.10	2.30			
10.10	8.42	12.06			9.35	10.43	5.17	1.48	709		5.6	CULLEN.	4			9.08	1.43	5.58	6.52	11.15	8.00	11.57	2.16			
10.20	8.50	12.16			9.41	10.49	5.23	1.54	710		5.8	WILCOX.	57			9.03	1.37	5.52	6.46	11.10	7.50	11.48	2.09			
10.35	9.05	12.28			9.51	10.59	5.32	2.04	711		6.6	PESHTIGO.	60	CS	SK	8.55	1.25	5.42	6.36	11.00	7.35	11.38	1.55			
11.15	9.20	1.05			10.04	11.12	5.42	2.24	712	WFTT	6.6	MARINETTE.	96	CS	N	8.46	1.05	5.32	6.25	10.37	7.00	11.15	12.20			
11.45	9.45	1.25			10.10	11.21	6.10	2.34	713	Y	7.7	MENOMINEE.	20	CS	MC	8.40	12.58	5.20	6.15	10.30	6.25	9.45	12.01			
	10.00	1.35				11.27		2.40	714		8.0	KEW.	98				12.48			10.23	6.06	9.00				
	11.05	1.45				11.32		2.45			8.3	BIRCH CREEK.					12.43			10.19	5.57	8.50				
	11.49	1.52				11.37		2.50	715		8.6	HANSEN.	74				12.39			10.16	5.49	8.40				
	11.59	1.59				11.42		2.55			8.7	CARBONDALE.					12.35			10.13	5.39	8.30				
	12.14	2.07				11.48		3.01	717		8.9	WALLACE.	31	CS	WC		12.29			10.09	5.28	8.20				
	12.24	2.17				11.54		3.07	718		9.1	INGALLS.	34				12.23			10.04	5.18	8.10				
	12.44	2.27				11.59		3.15	719	W	9.4	STEPHENSON.	75	CS	GH		12.18			10.00	5.10	8.00				
	12.59	2.37				12.08		3.21	720		9.7	DAGGETT.	48	CS	GD		12.08			9.53	4.50	7.39				
	1.14	2.45				12.15		3.26	721		9.8	TALBOT.					12.01			9.49	4.40	7.29				
	1.32	2.53				12.20		3.30	722		10.0	BAGLEY.	115				11.56			9.44	4.32	7.22				
	1.46	2.59				12.24		3.34	723		10.2	CARNEY.	25	CS	CA		11.52			9.40	4.26	7.15				
	1.55	3.03				12.27		3.37	724		10.4	NADEAU.	33				11.48			9.37	4.20	7.10				
	2.06	3.09				12.31		3.41	725		10.6	KLOMAN.	26				11.44			9.34	4.10	7.00				
	2.30	3.18			PM 9.35	12.35		3.46	726	WY	10.8	POWERS.	65	CS	AD	AM 3.35	11.40			9.30	3.55	6.45				
	3.21				9.38	12.45		4.00	727		11.0	SPALDING.	19				11.30				2.50	PM				
	3.32					12.47		4.02	728		11.2	WILSON.	62	CS	WS	f 3.21	11.28			9.22	2.45					
	3.37				f 9.43	12.53		4.08			11.4	HOULES.	45				11.23			9.16	2.25					
	3.41					12.56		4.11		W	11.6	INDIAN TOWN.	46				11.20			9.14	2.20					
	3.45					12.58		4.13	729		11.8	HARRIS.	47				11.18			9.12	2.15					
	3.49				f 9.49	1.00		4.16			12.0	BARK RIVER.	62	CS	BK	f 3.12	11.16			9.10	2.05					
	3.51				f 9.52	1.04		4.19	730		12.2	NARENTA.	43				11.13			9.07	2.00					
	3.59					1.08		4.23	731	Y	12.4	FORD RIVER.					11.08			9.03	1.50					
	4.05				f 10.00	1.11		4.26	732		12.6	PINE RIDGE.	12			f 3.05	11.05			9.00	1.40					
	4.11					1.14		4.29	733		12.8	ESCANABA.					11.02			8.57	1.30					
	4.30	PM			10.10	1.20		4.35	734	WFTTY	13.0		CS	SC		2.55	10.55			8.50	1.00					
					PM	PM		AM								AM	AM			PM	AM					
Daily except Sunday	DAILY	DAILY	Daily except Sunday	Daily except Sunday	Daily except Sunday	DAILY	DAILY					Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Sunday only	DAILY			DAILY	DAILY	Daily except Sunday				

Between Duck Creek and Green Bay trains will be governed by Lake Shore Division time table. Eastward, between Signal 808A, 715 feet west of Junction Switch Duck Creek and end of Two Tracks west of K. G. B. & W. crossing, Green Bay; Westward, between Signal 801 west of K. G. B. & W. crossing, Green Bay and Duck Creek, trains will operate under centralized control system as outlined in Lake Shore Division time table.

No. 21 is superior to No. 22.

Eastward Peninsula Division trains, in entering upon Lake Shore Division main track at Duck Creek, will be governed by Signal 808A.

When trains receive orders to meet at east switch Menominee, it must be understood that it is east end of the old line.

Engines coming into the lower yard at Escanaba will keep out of the way of engines going out.

Trains will keep a sharp lookout for Lake Shore Division trains between the bridge and the west switch at Oconto.

No. 216 will stop at Ford River to discharge revenue passengers from west of Escanaba, and will stop at Hansen on Mondays, Wednesdays and Fridays to load cream.

No. 161 will stop at Bark River to discharge revenue passengers from Milwaukee and beyond, and on Sundays only, will stop at Nadeau and Bark

River to place U. S. Mail in freight houses; also on Sundays will not exceed fifteen (15) miles per hour when passing through Wallace, Ingalls, Daggett, Carney, Spalding and Ford River for purpose of putting off newspapers and when volume of newspapers for these points is such as will make it necessary, stops will be made to unload same.

Nos. 187 and 280 will arrive and depart from Escanaba Freight Yard, and the time shown at Escanaba is their time at Escanaba Freight Yard.

BETWEEN ESCANABA AND REPUBLIC.

WESTWARD			Station Numbers.	Water, Fuel, Turn Table, Wye Track.	Distance from Green Bay.	Subdivision 2			Communicating Station.	Capacity of Siding.	Office Calls.	EASTWARD		
SECOND CLASS	FIRST CLASS					STATIONS						FIRST CLASS	SECOND CLASS	
187	217	161				Time Table 196						216	162	280
Dan Trot	MOTOR Ishpeming Passenger	Iron and Copper Country Express				November 15th, 1936						MOTOR The Winnebago	Iron and Copper Country Express	Ben Hur
DAILY	Daily except Sunday	DAILY					Daily except Sunday	DAILY	DAILY					
PM 8.00	PM 1.45	AM 4.45	734	WFTTY	114.5	.....ESCANABA.....	CS	.....SC	AM 10.20	PM 8.40	PM 10.15	
8.05	1.48	4.47			115.9	1.4.....NORTH Y.....			10.17	8.35	10.00			
8.15	1.52	4.51	760		118.2	2.3.....LARCH.....			10.12	8.31	9.52			
8.21	1.55	4.55	737		119.9	1.7.....BAY SIDING.....	41		10.09	8.28	9.46			
8.26	1.57	4.57	738		121.2	1.3.....WEST GLADSTONE.....			10.07	8.26	9.43			
8.33	2.01	5.01			123.5	2.3.....CHASON.....	41		10.03	8.23	9.36			
8.45	2.07	5.07	739	W	127.3	3.8.....BRAMPTON.....	CS	38 BN	9.57	8.18	9.26			
8.55	2.12	5.13	740		130.6	3.3.....WINDE.....		9	9.52	8.13	9.17			
8.59	2.14	5.15	741		131.6	1.0.....BEAVER.....		36	9.49	8.11	9.14			
7.07	2.18	5.20	742		134.2	2.6.....CAMPBELL.....		33	9.44	8.07	9.06			
7.15	2.21	5.24			136.2	2.0.....TROMBLY.....		16	9.40	8.04	9.00			
7.23	2.24	5.28	743		138.2	2.0.....ROCK.....	CS	0 MX	9.36	8.00	8.55			
7.26	2.26	5.30			139.0	0.8.....MAPLE RIDGE.....		47	9.34	7.58	8.52			
7.51	2.34	5.37	744	W	144.2	5.2.....LATHROP.....		44	9.24	7.51	8.38			
8.07	2.38	5.41	0744		146.5	2.3.....McFARLAND.....		21	9.13	7.47	8.32			
8.26	2.42	5.46	745		149.0	2.5.....HELENA.....		48	9.12	7.43	8.26			
8.35	2.45	5.50	0745		151.0	2.0.....STACK.....			9.08	7.40	8.21			
8.38	2.47	5.52			152.1	1.1.....CYR.....		20	9.06	7.38	8.18			
9.25	2.56	6.00	746	W	155.1	3.0.....LITTLE LAKE.....	CS	38 KC	9.01	7.33	8.10			
9.37	3.01	6.05	747		157.4	2.3.....SWANZY.....		18	8.55	7.26	7.06			
9.49	3.07	6.09	748		159.7	2.3.....PLAINS.....		42	8.50	7.22	6.57			
10.04	3.14	6.16	749		163.5	3.8.....SANDS.....		41	8.43	7.15	6.43			
10.19	3.22	6.23	750		167.7	4.2.....GENTIAN.....		46	8.34	7.07	6.27			
10.25	3.24	6.25	751		169.0	1.3.....CASCADE.....		21	8.30	7.05	6.13			
10.45	3.32	6.33	753		173.5	4.5.....PARTRIDGE.....		41	8.22	6.57	5.55			
11.30	3.40	6.40	755	W	176.5	3.0.....NEGAUNEE.....		25	8.15	6.50	6.45			
11.50	3.50	7.10	757		179.5	3.0.....ISHPEMING.....	CS	OB	8.00	6.30	5.00			
11.55 PM	PM	AM		WFTT	180.1	0.6.....WEST ISHPEMING.....			AM	PM	4.50 PM			
					182.9	2.8.....ST. LAWRENCE.....								
			881	WY	191.5	8.6.....CLOWRY.....		41						
DAILY	Daily except Sunday	DAILY							Daily except Sunday	DAILY	DAILY			

Nos. 280 and 187 will arrive and depart from Escanaba Freight Yard, and the time shown at Escanaba is their time at Escanaba Freight Yard.

The line between Clowry and Wabik must not be used beyond a point 1000 feet west of the west switch at Clowry.

The line between Clowry and Pesheke River must not be used beyond a point 1500 feet west of west switch at Clowry.

Trains 161, 162, 217 and 216 will run via Union Depot Track at Negaunee. All other trains will approach the switches at both ends of this track at restricted speed, expecting to find switches set for Union Depot.

Nos. 216 and 217 will stop on signal at Parkers Spur 1.8 miles west of McFarland to receive and discharge revenue passengers.

Engines coming into the lower yard at Escanaba will keep out of the way of engines going out.

Eastward trains will approach Larch at restricted speed, expecting to find trains occupying main line.

BETWEEN STAGER AND AMASA.

WESTWARD		Subdivision 3a					EASTWARD		
FIRST CLASS	STATIONS					FIRST CLASS			
57	Time Table 196					58			
Motor Passenger	November 15th, 1936					Motor Passenger			
Daily except Sunday						Daily except Sunday			
PM 6.08	763	Y	.....	.....	STAGER	CS	78	GO	PM 7.20
f 6.15	764	.....	1.9	.....	MASTODON	.....	21	.....	7.14
	789	.....	4.5	.....	ALPHA	.....			s 7.07
6.15	764	.....	1.9	.....	MASTODON	.....	21	.....	f 6.55
f 6.25	765	.....	4.8	.....	PANOLA	.....	54	.....	f 6.48
6.38 PM	787	WF TT	8.6	.....	CRYSTAL FALLS	CS	28	AF	6.40 PM
			11.1	.....	GREAT WESTERN	.....		
	798		18.7	.....	BALSAM	.....	26		
	799	WTT	23.8	.....	AMASA	.....	17		

No. 57 is superior to No. 58.

WATCH INSPECTORS

National Railway Time Service Co., Chief Watch Inspectors, 55 East Washington St., Chicago.

Green Bay	Halfpaw Bros.
Oconto	Runkel's Jewelry
Marinette	H. J. Carlson
Powers	A. J. Demars, Jr.
Norway	Soderlund's Jewelry
Escanaba	Blomstrom & Peterson
Ishpeming	Anderson & Co.
Iron Mountain	L. J. Will
Iron River	A. H. Tagge
Crystal Falls	J. N. Jacobs

LOCATION AND CAPACITY OF TRACK SCALES

Stations	Length	Capacity
Escanaba—Freight Yard	46 feet	100 tons
Escanaba—Middle Ore Yard	24 feet	125 tons
Escanaba—No. 6 Ore Yard	24 feet	167½ tons
Escanaba—North Coal Dock	40 feet	100 tons
Escanaba—South Coal Dock	24 feet	80 tons
Iron Mountain	46 feet	100 tons
Iron River	46 feet	100 tons
Ishpeming	40 feet	100 tons
Marinette	40 feet	100 tons
Menominee	40 feet	100 tons
Negaunee	40 feet	100 tons
Oconto	40 feet	100 tons
Powers	40 feet	80 tons

BETWEEN ANTOINE AND NORTH ESCANABA. PENINSULA 3

WESTWARD			Subdivision 3b			EASTWARD		
THIRD CLASS			STATIONS			THIRD CLASS		
			Time Table 196					
			November 15th, 1936					

Extra trains from Antoine to North Escanaba will run via Siding No. 5, unless otherwise instructed.

The normal position of the switch on north track at Sturgeon cross over is for north track.

Water Tank at Cedar Creek 3 miles west of Siding No. 2.

All freight trains and ore trains will stop and train crew will make an inspection of their train at Appleton Mine and Cedar Creek water tank, 3 miles west of Siding No. 2.

C. M. St. P. & P. Railroad operates passenger and freight trains on joint C. & N. W.—C. M. St. P. & P. track from the Bristol Mine connection with C. M. St. P. & P. Main Line Track into the C. M. St. P. & P. Passenger Station at Crystal Falls via the Shaffer Branch. C. M. St. P. & P. trains will operate over this joint track from their main line at the Bristol Mine connection to Superior Avenue (Shaffer Branch), Crystal Falls, which is 800 feet (Time Table direction east) of the switch connection leading from the joint track to C. M. St. P. & P. passenger station.

All train and engine movements on both C. & N. W. and C. M. St. P. & P. Railroads will operate on joint track described above with extreme caution prepared to stop within their vision.

C. & N. W. Railway train and engine movements will be governed by the current Time Table of the C. M. St. P. & P. Railroad when operating in this district and will secure a register from C. & N. W. Agent or Operator or by telephone from the Agent or Operator at the C. M. St. P. & P. station of first class trains to avoid a possibility of delay to such trains. Trains returning from the Amasa Branch before using this joint track must know that C. M. St. P. & P. first class trains, with which their movement might conflict, have arrived and departed.

Telephones have been installed at locations named below for use with code as shown in connection with the above operations:

C. & N. W. Depot—one long ring.

C. M. St. P. & P. Depot—three long rings.

Main Street Crossing on Shaffer Branch—five long rings.

C. & N. W. Yard Switch leading to Shaffer Branch—four long rings.

C. & N. W. Switch leading to Amasa Branch—one long and one short ring.

C. M. St. P. & P. Main Line Switch at Crystal Falls Junction (Bristol Mine)—two long rings.

BRANCH LINE MILEAGE

	Miles
Winde to Ladoga	24.29
Beaver to Spur "D"	5.75
Cascade to Palmer	5.43
Cascade to Volunteer Mine	7.04
Hazel to end of track	6.38
Narenta to Metropolitan	36.2

WESTWARD						Subdivision 3										EASTWARD						
THIRD CLASS					SECOND CLASS	FIRST CLASS	STATIONS										FIRST CLASS	SECOND CLASS	THIRD CLASS			
		51	35	33	37	201	Station Numbers.	Water, Fuel, Turn Table, Wye Track.	Distance from Powers.	Communicating Station.	Capacity of Siding	Office Calls.	202	36	38	52	34					
		Way Freight	Way Freight	Way Freight	Moun- taineer	Motor Iron River Passenger							Motor Iron Range Express	Arrow	Way Freight	Way Freight	Way Freight					
		Daily except Sunday	Friday only	Monday Wednesday Friday	DAILY	Daily except Sunday							Daily except Sunday	DAILY	Saturday only	Daily except Sunday	Tuesday Thursday Saturday					
		PM 2.15			AM 3.00	AM 4.00	726	WY		POWERS.....	CS	AD	PM 9.15	PM 6.15		PM 12.45						
	\$	2.35			3.30	\$ 4.09	770		4.3	HERMANSVILLE.....	CS	40 HM	\$ 9.07	5.55		\$ 12.30						
		2.45			3.40	4.13			6.3	CLYTIE.....		40	9.01	5.42		11.42						
	\$	3.15			4.10	\$ 4.25	772		12.1	WAUCEDAH.....		100	\$ 8.49	5.22		\$ 11.20						
	\$	3.30			4.49	\$ 4.31	773		15.4	LORETTO.....		60	\$ 8.41	5.10		\$ 11.10						
	\$	3.45			4.57	\$ 4.38	774		18.6	VULCAN.....	CS	CU	\$ 8.34	5.00		\$ 11.00						
	\$	4.05			5.05	\$ 4.46	775	W	20.9	NORWAY.....	CS	NY	\$ 8.25	4.50		\$ 10.45						
		4.15			5.12	4.50			23.1	FUMEE.....		110	8.21	4.40		10.20						
	\$	4.35			5.40	\$ 4.55	776		24.6	QUINNESEC.....	CS	90 QA	\$ 8.18	\$ 4.35		\$ 10.15						
	\$	4.50			6.05	\$ 5.04	777		28.9	IRON MOUNTAIN.....	CS	MN	\$ 8.09	4.10		\$ 9.45						
		5.00 PM		AM 10.00	6.10 AM	\$ 5.12	778	WFY	29.9	ANTOINE.....		55	\$ 8.01	4.00 PM		9.30 AM	PM 2.30					
				10.08		5.20			33.8	PULP.....		46	7.51			2.18						
				\$ 10.17		f 5.24	779		35.9	SPREAD EAGLE.....		47	f 7.47			2.11						
				\$ 10.27		5.32	780		39.9	HEMATITE.....		62	7.39			2.01						
				\$ 10.32		f 5.35	782		41.0	COMMONWEALTH.....			f 7.37			1.58						
				\$ 10.45		\$ 5.38	784	W	41.7	FLORENCE.....	CS	17 FC	\$ 7.35			\$ 1.53						
				10.50		5.41			42.7	RIDGETOP.....		38	7.32			1.33						
				\$ 10.57		5.46	762		45.1	TYRAN.....		62	7.28			1.27						
				\$ 11.20		\$ 5.57	763	Y	48.9	STAGER.....	CS	62 GO	\$ 7.20			\$ 1.15						
				\$ 11.30		6.02	766		51.2	NAULTS.....		62	5.59			12.50						
				\$ 11.40		\$ 6.13	768		56.5	PENTOGA.....		61	\$ 5.49			12.30						
				\$ 11.55		\$ 6.23	785	WY	61.5	SCOTT LAKE.....		47	\$ 5.39			11.55						
				\$ 12.05		6.29		Y	64.5	PALATKA.....		70	5.33			11.40						
				\$ 12.25		\$ 6.41			65.6	CASPIAN.....			\$ 5.31			\$ 11.30						
				12.30		\$ 6.46	767	WF	66.8	STAMBAUGH.....		17	\$ 5.28			\$ 10.40						
			PM 1.30			6.50 AM	788		67.7	IRON RIVER.....	CS	K	5.25 PM		AM 9.30	9.35 AM						
			1.50				853		75.1	HAZEL.....					9.08							
			1.55				852		75.9	BEECHWOOD.....		35			9.05							
			2.35				854		81.3	BASSWOOD.....		33			8.30							
			3.25				856	W	86.7	ELMWOOD.....		32			8.15							
			3.50				858		95.2	TAMARACK.....		30			7.45							
			4.30 PM				860	WFY	102.9	WATERSMEET.....	CS	MO			7.00 AM							
		Daily except Sunday	Friday only	Monday Wednesday Friday	DAILY	Daily except Sunday							Daily except Sunday	DAILY	Saturday only	Daily except Sunday	Tuesday Thursday Saturday					

The normal position of the switch on north track leading to Sturgeon cut-off near Sturgeon Cross-over is for movement on the Sturgeon Cut-off with edge of target visible by day and green light displayed by night when set for Sturgeon Cut-off or face of target visible by day and red light at night when set for movement on North track.

Extra trains from Antofne to North Escanaba will run via Siding No. 5, unless otherwise instructed.

Westward Third Class, and Extra freight trains may cross over eastward track at Curry to set out cars, by protecting as per Rule 99.

COMMUNICATING STATION OFFICE HOURS

Station	Daily, except Sunday	Sundays
Big Suamico.....	8.00 AM to 5.00 PM.....	Closed
Pensaukee.....	8.30 AM to 5.30 PM.....	Closed
Oconto.....	Continuous.....	12.01 AM to 5.15 AM 5.30 PM to 7.30 PM 10.00 PM to 11.59 PM
Peshtigo.....	8.00 AM to 11.59 PM.....	10.00 PM to 11.59 PM
Marinette.....	12.01 AM to 4.00 AM... 6.45 AM to 2.45 PM... 8.00 PM to 11.59 PM...	12.01 AM to 4.00 AM 8.00 PM to 11.59 PM
Menominee.....	6.30 AM to 2.30 PM... 3.15 PM to 11.15 PM...	6.30 AM to 8.30 AM 5.15 PM to 7.15 PM 9.15 PM to 11.15 PM
Wallace.....	8.15 AM to 5.15 PM.....	Closed
Stephenson.....	8.45 AM to 4.45 PM... 8.15 PM to 4.15 AM...	8.15 PM to 10.15 PM
Daggett.....	8.00 AM to 5.00 PM.....	Closed
Carney.....	8.00 AM to 5.00 PM.....	Closed
Powers.....	Continuous.....	3.00 AM to 5.00 AM 3.45 PM to 5.45 PM 8.30 PM to 10.30 PM
Wilson.....	8.45 AM to 5.45 PM.....	Closed
Bark River.....	8.00 AM to 5.00 PM.....	Closed
Escanaba Passenger Station...	12.01 AM to 5.00 AM... 8.00 PM to 11.59 PM...	12.01 AM to 5.00 AM 8.00 PM to 10.00 PM
Except closed 10.00 PM Sundays to 2.50 AM Mondays— open 2.50 AM to 4.50 AM Mondays.		
Escanaba Dispatcher's Office...	Continuous.....	Continuous
Brampton.....	7.00 AM to 4.00 PM.....	Closed
Rock.....	7.30 AM to 4.30 PM.....	Closed
Little Lake.....	6.15 AM to 10.15 PM.....	6.15 PM to 8.15 PM
Ishpeming.....	6.00 AM to 10.00 PM.....	9.30 AM to 11.30 AM 5.45 PM to 8.45 PM
Hermansville.....	8.00 AM to 10.00 PM.....	8.00 PM to 10.00 PM
Vulcan.....	8.00 AM to 5.00 PM.....	Closed
Norway.....	8.00 AM to 5.00 PM.....	Closed
Quinnesec.....	7.00 AM to 4.00 PM.....	Closed
Iron Mountain.....	6.00 AM to 3.00 PM.....	Closed
Florence.....	8.00 AM to 5.00 PM.....	Closed
Stager.....	10.30 AM to 7.30 PM.....	Closed
Crystal Falls.....	8.00 AM to 5.00 PM.....	Closed
Iron River.....	9.00 AM to 6.00 PM.....	Closed
Watersmeet.....	7.00 AM to 10.00 PM.....	7.00 AM to 9.00 AM 5.30 PM to 7.30 PM
Felch.....	8.00 AM to 5.00 PM.....	Closed

COMPANY SURGEONS

		Telephones	
		Office	Res.
Chicago			
M. D., Chief Surgeon.			
V. H. HOENING, M. D., Assistant Chief Surgeon.			
W. A. BAKER, M. D., Assistant Surgeon.			
127 North Clinton Street.			
DR. EDWIN RYERSON, Consulting Orthopedic Surgeon.			
DR. GEORGE K. FENN, Consulting Internist.			
Green Bay.....			
CARL S. WILLIAMSON, M. D., District Surgeon...		Howard 1201	Adams 2482
H. S. ATKINSON, M. D., Associate		" A-2450-R	" A-2450-W
RALPH CARTER, M. D., Local Surgeon, Bellin Bldg.		Adams 410	"
E. S. SCHMIDT, M. D., Local Oculist and Aurist.		" A-2456	" A-2392
May be called to any place between Peshtigo and Green Bay.			
Oconto.....			
C. J. OUELETTE, M. D.		64-W	64-R
Marinette.....			
C. H. BOREN, M. D.		154	584
Menominee.....			
H. T. SETHNEY, M. D.		429-J	429-R
S. C. MASON, M. D.		615-J	615-R
Powers.....			
J. W. TOWEY, M. D.		26	39
Escanaba.....			
G. C. BARTLEY, M. D., District Surgeon...		850-W	850-R
J. J. WALCH, M. D., Associate		231-W	231-R
May be called to any place on the Peninsula Division, West of Peshtigo.			
Negamoo.....			
W. M. A. MUDGE, M. D., Local Surgeon.		46	296
Ishpeming.....			
V. H. VANDEVENTER, M. D.		779	299
Niagara.....			
FRANCIS DE SALVO, M. D.		52	4
Iron Mountain.....			
D. R. SMITH, M. D.		619	418
Stambaugh.....			
R. E. WHITE, M. D.		27-J	27-W
Iron River.....			
E. M. LIBBY, M. D.		25-J	25-W
Crystal Falls.....			
A. L. HAIGHT, M. D., Associate		48-J	48-W
		94	215

SPEED RESTRICTIONS

BETWEEN DUCK CREEK AND ESCANABA

LOCATION	LIMITS	Maximum Speed Per Hour	
		Pass. Trains	Freight Trains
Duck Creek	Junction switch—diverging route.....	20	20
Duck Creek and Big Suamico	Between Duck Creek and Big Suamico.....	55	35
Big Suamico and Little Suamico	Around curve between Big Suamico and approximately one-fourth mile West of Big Suamico.....	40	35
Big Suamico and Oconto City Limits	Between curve one-fourth mile West of Big Suamico and Oconto City Limits.....	55	35
Oconto City Limits	Between a point one mile East of Oconto passenger station and a point one and one-sixth mile West of Oconto passenger station.....	15	15
Oconto and Marinette	Between a point one and one-sixth mile West of passenger station Oconto and Carney Avenue one-half mile East of passenger station, Marinette.....	55	35
Marinette	Over Highway Crossing at Carney Avenue.....	15	15
Marinette and Menominee	Between Carney Avenue Marinette and old line East switch Menominee.....	20	20
Menominee	Over old line East switch Menominee one and one-sixth mile East of Menominee passenger station.....	15	15
Menominee	Between old line East switch Menominee and C. M. St. P. & P. Crossing one-third mile East of Menominee passenger station.....	55	35
Menominee	Over C. M. St. P. & P. crossing East of Menominee passenger station.....	15	15
Menominee	On Sundays only, over Quimby Avenue the first street crossing West of C. M. St. P. & P. Crossing, between 9:30 AM and 5:30 PM. Also, on Sundays only, during this period, all train and switch engine movements must be protected by a member of the crew on the ground at the crossing, account Crossing not protected by flagman.	10	10
Menominee	Between Menominee passenger station and Michigan Avenue one-half mile West of station.....	20	20
Menominee	Over Michigan Avenue Highway Crossing between hours of 3:30 PM and 7:30 AM Daily and from 11:59 PM Saturdays to 7:30 AM Mondays. A flagman is on duty 7:30 AM to 3:30 PM Daily except Sundays. Switching movements made when flagman is not on duty must be protected by a member of the crew on the ground at the Crossing.....	10	10
Menominee	Between Michigan Avenue and Old Main Line West Switch one-half mile West of Michigan Avenue.....	20	20
Menominee	Over Old Main Line West Switch.....	15	15

BETWEEN DUCK CREEK AND ESCANABA—Continued

LOCATION	LIMITS	Maximum Speed Per Hour	
		Pass. Trains	Freight Trains
Menominee	Between Old Main Line West switch and Lloyd Avenue one-half mile West.....	20	20
Menominee	Over Lloyd Avenue one and one-half miles West of Menominee passenger station....	10	10
Menominee and Powers	Between Lloyd Avenue, Menominee and Powers.....	55	35
Powers and Spalding	Over Highway Crossing 590 feet West of Powers.....	10	10
Powers and Spalding	Between Highway Crossing 590 feet West of Powers and Spalding.....	25	25
Spalding and Wilson	Between Spalding and Curve two miles West of Spalding.....	55	35
Spalding and Escanaba	Around curve between two miles West of Spalding and two and one-fourth mile West of Spalding.....	40	30
Spalding and Escanaba	Between West end of curve two and one-fourth mile West of Spalding and East Switch Escanaba.....	55	35
Escanaba	Over turn-out and when passing through East switch one and one-thirteenth mile East of Escanaba passenger station.....	15	15
Escanaba	Between a point 600 feet East of 23rd Street Highway Crossing until engine has passed over crossing.....	15	15

BETWEEN ESCANABA AND CLOWRY

Escanaba	Over Stephenson Avenue Highway Crossing 650 feet West of passenger station Eastward trains when engine is passing over the crossing.....	4	4
Escanaba	Stephenson Avenue Highway Crossing—all trains and switch movements must stop and trainman or yardman will protect the movement over the crossing on the ground between 11:00 PM Saturdays and 11:00 PM Sundays, account no crossing flagman on duty.		
Escanaba	Between Stephenson Avenue Highway Crossing and North Y.....	25	25
Escanaba and North Y	Over switch leading from main line toward lower Freight Yard at North Y.....	15	15
Escanaba and Larch	Between North Y and Escanaba River Bridge 276—One mile West of North Y.....	50	35

BETWEEN ESCANABA AND REPUBLIC—Continued

LOCATION	LIMITS	Maximum Speed Per Hour	
		Pass. Trains	Freight Trains
North Y and Larch	Over Bridge 276—one mile West of North Y Class Z and E engines.....	15	15
North Y and Little Lake	Between Bridge 276, Escanaba River and Little Lake.....	50	35
Larch	Eastward trains must approach Larch at restricted speed.....	20	20
Little Lake	L. S. & I. RR. Crossing.....	Stop	Stop
Little Lake and Plains	Between Little Lake L. S. & I. RR. Crossing and one-half mile West of Swanzy.....	50	35
Swanzy and Plains	Between one-half mile West of Swanzy and one-half mile East of Plains.....	30	20
Swanzy and Partridge	Between one-half mile East of Plains and three-fourths mile West of Cascade.....	50	35
Cascade and Partridge	Between three-fourths mile West of Cascade and three-fourths mile East of Partridge.....	30	20
Cascade and Negaunee	Between three-fourths mile East of Partridge and Negaunee.....	35	25
Negaunee (Freight Line)	Between entrance to Negaunee freight yard and Iron Street Highway Crossing.....		10
Negaunee Iron Street (Freight Line)	Over Iron Street Highway Crossing at East end of Negaunee Freight House, all trains and switch movements must come to a stop and a member of train or yard crew protect movements over the crossing on the ground.		
Negaunee (Freight Line)	Between Iron Street Highway Crossing and stop board at D. S. S. & A. RR. Crossing.....		10
Negaunee (Freight Line)	D. S. S. & A. RR. Crossing 3330 feet West of Negaunee Freight House.....	Stop	Stop
Negaunee and Ishpeming (Freight Line)	Between D. S. S. & A. RR. Crossing and Ishpeming.....		25
Negaunee (Via Union Station)	Between entrance to Negaunee freight yard and Silver Street 400 feet East of Negaunee Union Station and Gold Street at East end of Union Station Platform.	10	10
Negaunee (Via Union Station)	Train movements other than Nos. 161 and 162 must stop and member of crew protect movements on the ground over Gold Street as follows: Week days 12 Midnight to 6:30 AM and 7 PM to Midnight. Sundays: All trains except Nos. 161 and 162 must stop and member of crew protect movements on the ground.	5	5
Negaunee and Ishpeming (Via Union Station)	On First Curve 1000 feet West of D. S. S. & A. RR. Crossing, also through turn out at West connection of C. & N. W. Main Line and track leading to Union Station..	15	15

SPEED RESTRICTIONS

PENINSULA 7

BETWEEN ESCANABA AND REPUBLIC—Continued

LOCATION	LIMITS	Maximum Speed Per Hour	
		Pass. Trains	Freight Trains
Negaunee and Ishpeming	Between first curve 1000 feet West of D. S. S. & A. RR. Crossing and Ishpeming passenger station.....	35	25
Ishpeming	Between Ishpeming passenger station and West Ishpeming.....	10	10
West Ishpeming	D. S. S. & A. RR. Crossing.....	Stop	Stop
West Ishpeming and St. Lawrence	Between D. S. S. & A. RR. Crossing, West Ishpeming and L. S. & I. RR. Crossing 4307 feet West of West Ishpeming.....		20
West Ishpeming and St. Lawrence	L. S. & I. RR. Crossing 4307 feet West of West Ishpeming.....	Stop	Stop
West Ishpeming and Clowry	Between L. S. & I. RR. Crossing 4307 feet West of West Ishpeming and Clowry.....		20

BETWEEN POWERS AND WATERSMEET

Powers and Hermansville	Between Powers station and one-half mile West around curve	15	15
Powers and Hermansville	Between one-half mile West of Powers and stop board at M. St. P. & S. S. M. Crossing at Hermansville.....	40	30
Hermansville	M. St. P. & S. S. M. RR. Crossing	Stop	Stop
Hermansville and Vulcan	Between Hermansville and Vulcan.....	40	30
Vulcan and Norway	Between Vulcan and Norway over U. S. Highway No. 2 at Curry, between 8:30 a. m. and 5:30 p. m. Daily..... And between 5:30 p. m. and 8:30 a. m. Daily..	5 10	5 10
Vulcan and Norway	Between Vulcan and Norway, around Briar Hill Shaft, South Track..... North Track.....	25 15	25 15
Norway and Fumee	Between Norway and curve one mile West of Norway.....	40	30
Norway and Fumee	Around curve one mile West of Norway	20	20
Norway and Iron Mountain	Between curve one mile West of Norway and Iron Mountain.....	40	30
Iron Mountain and Antoine	Between Iron Mountain passenger station and Chapin Cave one-half mile West of Iron Mountain and over Chapin Cave.....	6	6
Iron Mountain and Antoine	Between Chapin Cave and Main Street 4428 feet West of Chapin Cave.....	10	10

BETWEEN POWERS AND WATERSMEET—Continued

LOCATION	LIMITS	Maximum Speed Per Hour	
		Pass. Trains	Freight Trains
Iron Mountain and Antoine	Over Highway Crossing at Main Street..... All trains and switch movements between 7 a. m. Sundays and 7 a. m. Mondays must stop and member of crew operate wig wag signals and bell protection for movement over the crossing	15	15
Antoine and Pulp	Between Antoine and Mile Post 32 Two miles West of Antoine.....	40	30
Antoine and Pulp	Between Mile Post 32 and 33—(Over Menominee River Bridge district).....	25	20
Pulp and Florence	Between Mile Post 33—one-half mile East of Pulp and First Curve East of Florence....	40	30
Pulp and Florence	Around first curve East of Florence.....	30	25
Florence and Stager	Between first curve East of Florence and one-half mile West of Tyran.....	40	30
Tyran and Stager	Between one-half mile West of Tyran and two and one-half miles West of Tyran (over Brule River Bridge district).....	25	20
Tyran and Scott Lake	Between two and one-half miles West of Tyran and two and one-half miles West of Pentoga.....	40	30
Tyran and Scott Lake	Between two and one-half miles West of Pentoga and three miles West of Pentoga.	30	20
Tyran and Caspian	Between three miles West of Pentoga and Caspian.....	40	30
Caspian	Over Caspian Avenue Highway Crossing 110 feet East of station.....	15	15
Caspian and Palatka	Between Caspian Avenue Highway Crossing and Palatka.....	40	30
Palatka and Stambaugh	Between Palatka and Stambaugh— Westward trains..... Eastward trains.....	15 20	15 15
Stambaugh and Iron River	Between Stambaugh and Iron River.....	15	15
Iron River	All trains and switch movements must stop before reaching Fourth Street Highway Crossing, 950 feet West of Iron River freight house and trainman or yardman must protect the movement over the crossing on the ground.		
Iron River and Watersmeet	Between Fourth Street, Iron River and Watersmeet.....	40	30

BRANCH LINES ALSO SUB-DIVISION 3a and 3b

LOCATION	LIMITS	Maximum Speed Per Hour	
		Pass. Trains	Freight Trains
Stager and Crystal Falls	Between Stager and Crystal Falls.....	30	20
Mastodon and Alpha	Between Mastodon and Alpha.....	25	15
Antoine and North Escanaba	Between Antoine and North Escanaba.....		20
Tesch	Over Interlocking Plant straight route Over Interlocking Plant connection between Metropolitan Branch and Sub-division 3b.....		20 6
Metropolitan Branch	Between Narenta and Metropolitan.....		15
Beaver Branch	Between Beaver and Spur "D".....		15
Whitefish Branch	Between Winde and Ladoga.....		20

ADDITIONAL SPEED RESTRICTIONS

1. All westward trains or engines using the passing track at Escanaba will come to a stop before passing the cross-over switch 900 feet east of Passenger Depot, Escanaba. Conductors and enginemen must know track is clear before proceeding.
2. All eastward trains from Sub-Division 2 must not exceed a speed of four (4) miles per hour when approaching South Wye and when engine is passing over Stephenson Avenue, Escanaba, and will expect to find the main track occupied between switch leading to lower freight yard near Stephenson Avenue and the east switches at passenger station. The above does not relieve westward trains from protecting against over-due eastward trains from Sub-Division 2.
3. No train or engine will exceed six miles per hour over any street or highway within the limits of the cities of Negaunee, Ishpeming, Marinette, Menominee and Iron Mountain, and in yard limits at Powers.
4. Light engines, or engines with cabooses only, must not exceed 15 miles per hour over any street or highway crossing, in any city, town or village.
5. All trains and engines running on the Amasa, Dunn Mine, Swanzy, Cascade, Atkinson and Niagara branches will not exceed fifteen (15) miles per hour at any point.
6. The speed of steam wrecking outfits, unless otherwise instructed, must not exceed twenty-five (25) miles per hour between Ishpeming and Duck Creek and between Powers and Iron River; twenty (20) miles per hour between Iron River and Watersmeet and fifteen (15) miles per hour on branch lines.
7. The speed of a train moving over a cross-over, turn-out from main track to siding or diverging route at a junction, must not exceed 10 miles per hour, except as indicated in speed restrictions.
8. Ore trains and freight trains handling ore cars loaded with ore must not exceed 20 miles per hour at any point.

PALMER, MICH.—All eastward engines and trains will reduce speed to ten miles per hour and all westward engines and trains will reduce speed to fifteen miles per hour when passing over State Trunk Line Highway M 35 crossing at Palmer, Mich.

Caution must be used in handling trains down grades and around curves, so that uniform rate of speed will be maintained.

All trains and engines will approach Marinette, Ishpeming and Antoine at restricted speed, account engines moving from round house tracks to coal chutes and taking coal on the main track, also account engines turning on the wye at Antoine.

All trains and engines will run at restricted speed between the east end of Palatka Yard and Iron River, account engines operating between these points to turn on the wye at Palatka and taking coal on the main track at Stambaugh coal chutes.

The above will not relieve hostlers or engine-house men from complying with the rules.

BLOCKING

Manual Block 18. Rules 302A to 373 govern between Duck Creek and Escanaba continuously, and between Powers and Iron River, and between Stager and Amasa, from 9:30 A. M. to 5:30 P. M.

Manual Block Rules will not prohibit switch engines and trains from occupying the main track between yard limit boards at the following stations as provided by rules:

Marinette	Powers	Quinnesec	Stager
Menominee	Escanaba	Iron Mountain	Stambaugh
Oconto	Hermansville	Antoine	Iron River

A clear block entitling any train to pass to or through the stations above named does not indicate that the main track is clear, but trains accepting block must approach and pass through these stations at restricted speed.

Telephones Conductors may obtain and clear block by telephone at the following stations:

Marinette, East end of yard.....with Marinette.
Menominee, Dock track.....with Menominee.
Menominee, West end of yard.....with Menominee.
(When Menominee closed clear with Marinette.)
Escanaba, North Y.....with Train Dispatcher.
Larch.....with Train Dispatcher.
Winde.....with Brampton, or Train Dispatcher.
Beaver.....with Brampton, or Train Dispatcher.
Cadiz.....with Iron River.
Iron River, James Branch.....with Stambaugh.

Westward Peninsula Division trains starting at North Green Bay will receive instructions at the telegraph office as to condition of manual block between Duck Creek and the next open block station west of Duck Creek. Westward Peninsula Division trains starting from Green Bay will understand that when the train order-block signal at North Green Bay is clear, it indicates that the block is clear from Duck Creek to the next open block station west thereof. When this train order-block signal is at stop, trains must secure proper authority before proceeding. Eastward Peninsula Division trains must understand that Manual Blocking Rules apply only to the point of beginning of Centralized Control System at Signal 808-A located 715 feet west of Junction Switch at Duck Creek.

A train moving under Permissive Train Order or Permissive Form C may follow the next preceding train not less than ten (10) minutes.

Time Spacing Except as above, Rules 380 to 382 govern. Trains will be spaced ten minutes apart with the following exception: Between Antoine and Sturgeon Rule 91. on Sub-Division 3b trains will be spaced thirty (30) minutes apart.

19. CROSSINGS, JUNCTIONS AND DRAW-BRIDGES AT WHICH RULES 601A TO 672 WILL BE OBSERVED

RAILWAY.	LOCATION.
M. St. P. & S. St. M. and C. & N. W.	Tesch.

In addition to observing Rules 601A to 672, all trains will approach the signal and gate protected railroad crossings and draw-bridges shown below at restricted speed. If clear indication is given, the engine or leading car must not exceed a speed of fifteen (15) miles per hour passing the home signal.

RAILWAY.	LOCATION.
C. M. St. P. & P. and C. & N. W.	West of Oconto.
C. M. St. P. & P.	East of Marinette.
C. M. St. P. & P.	East of Menominee.
C. M. St. P. & P.	West of Menominee.

JUNCTIONS AT WHICH RULES 401 TO 407 AND 601A TO 601F WILL BE OBSERVED

RAILWAY.	LOCATION.
C. & N. W.	Duck Creek.

CROSSINGS, JUNCTIONS AND DRAW-BRIDGES AT WHICH RULE 98 WILL BE OBSERVED

RAILWAY.	LOCATION.
Oconto River.	East of Oconto.
C. M. St. P. & P. & N. W.	West of Menominee River old Main Line
C. & N. W.	Powers.
C. & N. W.	Narenta.
M. St. P. & S. St. M.	Larch.
Whitefish Branch.	Winde.
Beaver Branch.	Beaver.
L. S. & I.	Little Lake.
Princeton Mine Branch.	Swanzy.
L. S. & I.	Swanzy Branch.
Cascade Branch.	Cascade.
D. S. S. & A.	Negaunee.
D. S. S. & A.	West of Negaunee.
D. S. S. & A. and L. S. & I.	Ishpeming.
D. S. S. & A.	West of Ishpeming Round House.
L. S. & I.	West of Ishpeming.
D. S. S. & A.	Lake Angeline.
D. S. S. & A.	Winthrop.
M. St. P. & S. St. M.	Hermansville.
C. & N. W.	Sturgeon.
C. & N. W.	Antoine.
C. & N. W.	Stager.
Dunn Mine Branch.	Mastodon.
C. M. St. P. & P.	Bristol Mine.
C. M. St. P. & P.	West of Great Western on Amasa Line.
C. M. St. P. & P.	Balsam.
Lake Shore Division.	Scott Lake.
C. M. St. P. & P.	Tully Mine Branch.
C. M. St. P. & P.	Rogers Mine Branch.
Atkinson Branch.	Hazel.
C. & N. W. (Ash. Div.)	Watersmeet.

In addition to observing Rule 98, Rules 601A to 672 will also be observed at the following crossings:

RAILWAY.	LOCATION.
C. M. St. P. & P.	Ludington Mine, Iron Mountain.

ACTUAL TONNAGE RATING

DISTRICT	CLASS OF ENGINE		
	J	Z	R-1
EASTWARD			
Ishpeming to Escanaba.....		4500	2700
Escanaba to Powers.....	3000	2000	1200
Powers to Marinette.....	3600	2900	1900
Marinette to North Green Bay.....	3800	3000	2100
Watersmeet to Iron River.....			1250
Iron River to Antoine.....	3950	3200	1600
Antoine to Powers.....	2800	2600	1800
Antoine to Sturgeon (on The Antoine Loop).....	8700	7200	
Sturgeon to Leaper.....	4350	3600	1500
Leaper to Escanaba.....	8700	7200	3000
Metropolitan to Narenta.....			900
Crystal Falls to Stager.....	3400	3000	1500
Clowry to Ishpeming.....			1000
WESTWARD			
North Green Bay to Marinette.....	3600	3000	2000
Marinette to Powers.....	3100	2500	1500
Powers to Escanaba.....	2500	1900	1200
Escanaba to Ishpeming.....		1650	900
Ishpeming to Clowry.....			900
Powers to Norway.....	2500	1900	1200
Norway to Iron River.....	1700	1300	900
Iron River to Watersmeet.....			1200
Stager to Crystal Falls.....	1700	1300	900
Narenta to Metropolitan.....			700

In computing gross tonnage of freight trains, the actual stenciled weight of freight equipment must be used in arriving at the gross tonnage of loaded or empty cars, both foreign and home cars, use even ton weights for each car. When the odd weight is over 1,000 pounds it will be counted as one ton; when the odd weight is less than 1,000 pounds it will not be used in computing tonnage. When the stenciled weight on a car is not legible, or there is no stenciled weight, the weight of cars of similar class and construction will be used.

Cars loaded with merchandise will be rated at four (4) tons per car plus the actual weight of the car.

The above ratings are exclusive of cabooses, and apply under ordinary conditions over maximum grade between the points named; additional tonnage, however, will be hauled whenever circumstances and grades will permit.

When engines are unable to haul their rating, the tonnage may be reduced on information from the engineman, who will assume the responsibility for reduction made and who will also wire train dispatcher the reasons therefor.

Scheduled trains will be required to haul such tonnage as will enable them to make schedule running time. Trains are not required to double hills except in compliance with instructions or in unforeseen causes.

To secure full tonnage, 15 tons more than rating rather than under rating will be hauled.

Except as above, the train dispatcher will determine the tonnage to be hauled.

When double-header engines are used, the larger one must be placed next to the train, except when otherwise authorized.

With trains over forty (40) cars, exclusive of cabooses, double heading is prohibited, except as hereinafter stated.

Double-headers may be run in any district provided the rating of the largest engine handling the train is not exceeded.

In case of an accident to an engine consolidation may be effected with another train and consolidated train brought into terminal as double-header if practicable.

In making out way-bills, Agents will insert the **Gross Weight in Tons** (Car and Contents) of each car load shipment on the way-bill. Do not show fractions of tons; less than 1,000 pounds to be dropped; 1,000 pounds or over to be counted one ton.

When moving Company material, such as bridge outfit, scrap, ties, etc., under special instructions without way-bills, Conductors and Agents will make careful estimate of the weight of contents.

Yardmasters will at all times make up trains in accordance with the above instructions.