

NORTHERN PACIFIC RAILWAY COMPANY.

LAKE SUPERIOR DIVISION

TIME 29A TABLE

IN EFFECT AT 12:01 A. M. Central or 90th Meridian Time.

SUNDAY, AUGUST 9th, 1908.

For the Government of Employes only. The Company reserves the right to vary therefrom at pleasure. Be positive that you have the Current Time Table and destroy all previous numbers. Read carefully the Special Rules and always have for reference a copy of TRANSPORTATION RULES.

GEORGE T. SLADE,
General Manager.

F. W. GILBERT,
General Superintendent.

I. B. RICHARDS,
Superintendent of Transportation.

E. C. BLANCHARD,
Superintendent.

WEST BOUND

FIRST DISTRICT

EAST BOUND

Third Class Trains	Second Class Trains	FIRST CLASS TRAINS				Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Ashland	TIME TABLE No. 29A			FIRST CLASS TRAINS		Second Class Trains	Third Class Trains
55	51	3	1	Distance from Duluth	Capacity of Side Trucks				2	4	52	56			
WAY FREIGHT	FREIGHT	PASSENGER	PASSENGER			PASSENGER	PASSENGER	FREIGHT	WAY FREIGHT						
Tues., Thurs. and Sat.	Daily	Daily	Daily			Daily	Daily	Daily	Mon., Wed. and Fri.						
13.30 AM		3.30 PM	8.20 AM	WC ST	0	0.0	AD.....ASHLAND.....N	75.5	150	7.00 PM	11.00 AM	6.30 AM			
	13.45	3.39	8.29		5	4.5	.....C. St. P. M. & O. JUNCTION.....	71.0		6.48	10.48	6.05		
	1.10	3.50	8.40		10	10.1	.....MOQUAH.....	65.4	32	6.36	10.36	5.40		
	1.35	4.00	8.50	W	16	16.2	.....INO.....	59.3	31	6.24	10.23	5.12		
					19	18.2	.....SPIDER.....	57.3	Spur					
	2.00	4.15	9.05		24	23.6	.....TOPSIDE.....	51.9	32	6.08	10.06	4.36		
9.56 AM	2.15	4.25	9.15	YW	28	28.3	RV.....IRON RIVER.....D	47.2	100	5.59	9.56	4.15	4.20 PM		
	2.28	4.38	9.26		32	32.3	.....MUSKEG.....	43.2	31	5.49	9.46	4.00	4.00	
	2.37	4.42	9.32		35	34.9	.....PEARSON.....	40.6	15	5.42	9.40	3.50	3.45	
	2.42	4.46	9.37		36	36.2	BX.....BRULE.....D	39.3	59	5.39	9.37	3.45	3.30		
	2.58	4.56	9.48		41	41.2	.....BLUEBERRY.....	34.3	34	5.30	9.24	3.27	2.40	
	3.06	5.01	9.53		44	43.9	.....MAPLE.....	31.6	18	5.24	9.18	3.18	2.00	
	3.12	5.05	9.57		45	45.4	.....WIEHE.....	30.1	28	5.18	9.13	3.12	1.35	
	3.21	5.12	10.02	W	48	48.0	.....POPLAR.....	27.5	23	5.12	9.07	2.58	1.05	
	3.26	5.19	10.07		50	50.1	.....WENTWORTH.....	25.4	25	5.08	8.59	2.45	12.50	
					53	53.3	.....AMNICON.....	22.2						
	3.42	5.35	10.20		57	56.5	.....CUTTER.....	19.0	26	4.49	8.48	2.10	12.20	
					61	61.3	.....ALLOUEZ.....	14.2	70					
1.00 PM	4.02 AM	5.55 PM	10.37 AM	WSY	63	63.3	SP.....NETTLETON AVE.....D	12.2	500	4.35 PM	3.36 AM	1.33 AM	12.01 PM		

SEE DULUTH AND SUPERIOR TERMINALS TIME TABLE

Third Class Trains	Second Class Trains	FIRST CLASS TRAINS				Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Ashland	TIME TABLE No. 29A			FIRST CLASS TRAINS		Second Class Trains	Third Class Trains
55	51	3	1	Distance from Duluth	Capacity of Side Trucks				2	4	52	56			
Tues., Thurs. and Sat.	Daily	Daily	Daily			Daily	Daily	Daily	Mon., Wed. and Fri.						
3.00 PM	5.30 AM	8.30 PM	11.15 AM	WCS TY	75.5	DU.....DULUTH.....N	0.0			4.00 PM	8.00 AM	12.05 AM	10.00 AM		
5.04	5.00	3.00	2.55			.....Time Over District.....		3.00	3.00	6.25	6.20			
9.3	15.1	25.1	25.8			.....Average Speed Per Hour.....		25.1	25.1	11.5	7.4			

REGISTERING AND BULLETIN STATIONS—Ashland and Central Ave.

First District Trains will register and receive orders at Central Ave.

STANDARD CLOCK—Duluth.

All trains and light engines must come to a FULL STOP before crossing C. St. P. M. & O. track at C. St. P. M. & O. Junction, and G. N. tracks just west of Ore Docks, Allouez, and will be governed by interlocking signals at Northwestern Coal Ry. Crossing just east of Allouez.

All engines with or without trains must come to a FULL STOP two hundred (200) feet from Draw Bridge at Nettleton Ave., and will not proceed until it is known that the bridge is properly closed and secured.

No. 4 will take siding for No. 1.

Passenger trains will wait at Iron River for Washburn branch connections.

The speed of engines and trains must not exceed four (4) miles per hour between Nettleton Ave. passenger station and roundhouse.

Between Nettleton Ave. and Duluth, trains will be governed by Duluth and Superior Terminals Time Table.

On First District, engines heavier than D5 class, and double heading with engines of any class, not permitted between Wentworth and Ashland. When two or more engines are used or hauled in train, they must be separated by three (3) cars. Fifty (50) ton ore cars loaded with ore must not be hauled in above limits. Wrecking cranes and steam shovels must be separated from engine hauling, and each other, by at least three (3) cars.

WEST BOUND

WASHBURN BRANCH

EAST BOUND

Second Class Trains	Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Washburn	TIME TABLE No. 29A			Distance from Iron River	Capacity of Side Trucks	Second Class Trains	
55	Station Numbers	Distance from Washburn	Distance from Iron River	Capacity of Side Trucks	56	MIXED			Mon., Wed. and Fri.	
MIXED										
Tues., Thurs. and Sat.										
7.15 AM	WY	WD 34	0.0	WN.....WASHBURN.....D	34.0	40	8.00 PM			
7.23		WD 31	3.5	.....ENGOE.....	30.5		7.50		
7.39		WD 24	10.0	.....ENDERLINE.....	24.0	28	7.34		
7.49		WD 20	14.2	.....HEAD QUARTERS.....	19.8	Spur 20	7.24		
8.06	W	WD 14	20.0	.....LENAWEE.....	14.0	45	7.01		
8.19		WD 10	24.0	.....CODA.....	10.0	30	6.46		
8.26		WD 8	25.9	.....SLOW BRIDGE.....	8.1	Spur	6.40		
8.42		WD 4	29.8	.....BENA.....	4.2	39	6.25		
9.00 AM	WY	23	34.0	RV.....IRON RIVER.....D	0.0		6.10 PM			
Tues., Thurs. and Sat.							Mon., Wed. and Fri.			
1.45				.....Time Over District.....			1.50		
19.0				.....Average Speed Per Hour.....			18.5		

REGISTERING STATIONS—Iron River and Washburn.

BULLETIN STATION—Iron River.

All trains and light engines will come to a full stop before crossing tracks of C. St. P. M. & O. Ry. crossing on mill track at Washburn, and will be governed by interlocking signals at C. St. P. M. & O. Ry. crossing on log landing track at Washburn.

Washburn branch trains will wait at Iron River for connections.

W. BOUND

SECOND DISTRICT

EAST BOUND

Table with columns for Train Class (Third Class, Second Class, First Class), Station, Time, and Direction. Includes sub-headers for 'THIRD CLASS TRAINS', 'Second Class Trains', and 'FIRST CLASS TRAINS'. Specific train numbers 45, 57, 53, 105, 103, 13, 11, 12, 14, 104, 106, 54, 58, 44 are listed.

SEE DULUTH AND SUPERIOR TERMINALS TIME TABLE

Main time table grid with columns for Station, Time, and Direction. Includes station names like CENTRAL AVE., POKEGAMA, ST. LOUIS, WALBRIDGE, STATE LINE, BARKER, WRENSHALL, CARLTON, PINE GROVE, SAWYER, CORONA, CROMWELL, WRIGHT, TAMARACK, GRAYLING, MC GREGOR, UDE, KIMBERLY, ROSSBURG, AITKIN, CEDAR LAKE, DEERWOOD, KLONDYKE, LOERCH, BRAINERD, BAXTER, SYLVAN, PILLAGER, WHELOCK, MOTLEY, HAYDEN, STAPLES. Includes a 'DOUBLE TRACK' label for State Line.

See Page 3.

REGISTERING STATIONS—Central Ave., Carlton, Brainerd and Staples. STANDARD CLOCKS—Duluth, Carlton and at Staples Passenger Depot. All trains and light engines will be governed by interlocking signals at Third District crossing at Carlton and Great Northern crossings at State Line and Central Ave.

BULLETIN STATIONS—Central Ave., Carlton, Brainerd and Staples Passenger Depot. Brainerd Yard extends to Gravel Pit, two (2) miles east of Brainerd. Junction switch at Central Ave. must be left set and locked for the second district. No. 14 will wait at Staples for St. Paul and Minnesota Division trains Nos. 3, 4, 5 and 6.

No. 12 will wait at Staples for Nos. 7 and 8. Double track extends from State Line to Walbridge. All trains will keep to right. Trains meeting on double track must be positively identified. Switch at Walbridge will be kept set and locked for west bound track. Switch at State Line is handled from tower. No. 103 and 104 will register at Central Ave. by ticket.

WEST BOUND				TAYLORS FALLS BRANCH										EAST BOUND		WEST BOUND				GRANTSBURG BRANCH				EAST BOUND			
SECOND CLASS TRAINS				FIRST CLASS TRAINS				TIME TABLE No. 29A. AUG. 9, 1908. Succeeding No. 29.										SECOND CLASS TRAINS		SECOND CLASS TRAINS				SECOND CLASS TRAINS			
261				111		109		107		STATIONS										361 (101's Con.)		362 (102's Con.)				362 (102's Con.)	
MIXED				PASSENGER		PASSENGER		PASSENGER		PASSENGER PASSENGER PASSENGER										MIXED		MIXED				MIXED	
Ex. Sunday				Sat. and Sun.		DAILY		Ex. Sunday		Ex. Sunday DAILY Sat. and Sun.										Ex. Sunday		Ex. Sunday				Ex. Sunday	
11.35 AM				4.05 PM 112		6.45 PM		6.25 AM		TAYLOR'S FALLS YARD... 0.5										4.40 PM		11.55 AM				11.15 AM	
11.40				4.10		7.00		6.35		TAYLOR'S FALLS... FA 20.0										4.35		12.15 PM				10.53	
11.50 AM				4.20 PM 262		7.10		6.45		FRANCONIA... 3.0										4.20 PM 111		12.25				10.48	
12.05 PM				4.28		7.18 103		6.53		SHAFERS... SF 14.0										4.04		12.35				10.38	
12.20				4.35		7.27		7.01		CENTRE CITY... CN 10.7										3.53		12.50 PM				10.30 AM	
12.30				4.39		7.30		7.07		LINDSTROM... MC 9.0										3.43							
12.45				4.46		7.35		7.15		CHISAGO CITY... GO 6.5										3.30							
1.15 PM				5.00 PM		7.50 PM		7.30 AM		WYOMING... WI 0.0										3.10 PM 112							
Ex. Sunday				Sat. and Sun.		Daily		Ex. Sunday		Ex. Sunday Daily Sat. and Sun.										Ex. Sunday		Ex. Sunday				Ex. Sunday	
1.40				1.05		1.05		1.05		Time Over District										1.30		Time Over District.				0.45	
12.3				18.9		18.9		18.9		Average Speed per Hour										13.6		Average Speed per Hour.				22.6	

REGISTERING STATIONS—Wyoming and Taylors Falls.

REGISTERING STATIONS—Rush City and Grantsburg.
Branch Trains will protect themselves by flag against Main Line Trains at West "Y" at Rush City.

WEST BOUND					CLOQUET BRANCH										EAST BOUND			MILLER BRANCH.																			
SECOND CLASS TRAINS					FIRST CLASS TRAINS					TIME TABLE No. 29A. AUG. 9, 1908. Succeeding No. 29.										SECOND CLASS TRAINS			TIME TABLE No. 29A. AUG. 9, 1908. Succeeding No. 29.														
475 (13s Con.)					479 (104s Con.)		477 (102s Con.)		473 (103s Con.)		469 See 116		STATIONS										472 (102s Con.)			480 (101s Con.)			482 (103s Con.)			STATIONS					
MIXED					MIXED		MIXED		PASSENGER		PASSENGER		PASSENGER PASSENGER PASSENGER										MIXED			MIXED			MIXED			PASSENGER PASSENGER PASSENGER					
Daily					Ex. Sunday		Ex. Sunday		Ex. Sunday		Daily		Ex. Sunday Daily Sun. Only										Ex. Sunday			Ex. Sunday			Ex. Sunday			Ex. Sunday					
6.45 PM					5.10 PM		12.00 AM		2.20 PM		8.30 AM		CLOQUET... CQ 6.5										1.45 PM			7.30 AM			3.40 PM			CLOQUET... CQ 2.7					
6.55					6.20		12.10		2.28		8.38		SCANLON... SN 3.8										1.37			10.20			3.25			SCANLON... SN 3.8					
7.10 PM					5.35 PM		12.25 PM		2.40 PM		8.50 AM		CARLTON... UN 0.0										1.25 PM			10.00 AM			3.05 PM			CARLTON... UN 0.0					
Daily					Ex. Sunday		Ex. Sunday		Ex. Sunday		Daily		Ex. Sunday Daily Sun. Only										Ex. Sunday			Ex. Sunday			Ex. Sunday			Ex. Sunday					
0.25					0.25		0.25		0.20		0.20		Time Over District										0.20			0.35			0.35			Time Over District					
15.6					15.0		15.6		19.5		19.5		Average Speed per Hour										19.5			11.1			11.1			Average Speed per Hour					

REGISTERING STATIONS—Carlton and Cloquet.
BULLETIN STATION AND STANDARD CLOCK—Carlton.
INTERLOCKING SWITCH AND SIGNAL—Carlton.
No. 477 has right over No. 472.

COMMERCIAL SPURS

FIRST DISTRICT.	SECOND DISTRICT.	THIRD DISTRICT.	GRANTSBURG BRANCH.
Distance from Ashland.	Distance from Duluth.	Distance from Duluth.	Distance from Rush City.
Bellwood 40.0 Miles	Grass Twine Spur.. 72.6 Miles	Power Co. Spur..... 17.0 Miles	Rungren's Spur..... 8.0 Miles
		Garen..... 130.7 "	Lind's Spur..... 10.5 "
			Anderson's Spur..... 15.0 "

Derail Switches are located as follows and must be kept set in derailing position when not in use:

- West end siding at Pearson.
- West end siding at Maple.
- East end siding at Wiehe.
- West end of siding at Poplar.
- East leg of wye, Bald Eagle.
- West end, Garen.
- West end house track at Stacy.
- West end house track, Beroun.
- West end loading spur, Mission Creek.
- West end loading track, Friesland.
- West end transfer track, Scanlon.
- East end of siding at Howell.
- East end siding, Smithville.
- East end of Quarry track, Miller Branch.
- East end siding, Pine Grove.
- East end north passing track, Sawyer.
- East end Power Co. spur.

SPECIAL RULES

No. 1. West-bound freight trains meeting passenger trains at Smithville or Short Line Park will not let off their brakes or start their train until train met has cleared east switch.

No. 2. Rule 288, Book of Rules, is modified to the extent that extra trains may run ahead of third class trains and their sections without orders.

No. 3. Engineers will not be required to consult registers except at initial or starting point. See rule 308, Book of Rules.

No. 4. Retainers must be used on grades between Pine Grove and Central Avenue, Carlton and West Duluth Junction, and other grades where in the judgment of the

engineer they are necessary. Conductors are responsible for application of retaining valves on commencement of descent, and for their release at the foot of grade. Such full use of retainers is required as will prevent placing an undue amount of braking on any particular car or cars, and as will afford full opportunity for engineer to recharge and retain maximum air pressure at all points.

No. 5. Engines backing will not exceed Fifteen (15) miles per hour unless equipped with pilot on rear of tender.

No. 6. To insure personal safety, operators having train orders or messages to deliver to passing trains should stand to the right hand side of train, and avoid standing between tracks, when possible to do so.

Authorized Surgeons—Lake Superior Division

LOCATION OF STRETCHERS (S)

DR. W. COURTNEY, Chief Surgeon, Brainerd Hospital.
 DR. A. W. IDE, Asst. Surgeon, Brainerd Hospital (s).
 Brainerd Shops (s).
 DR. P. A. HOFF, St. Paul.
 DR. C. R. BALL, 638 Bedford St., St. Paul.
 DR. E. L. MANN, Endicott Building, St. Paul.
 DR. J. A. QUINN, 301 Ernst Building, St. Paul.
 DR. F. J. PLONDKE, Cor. 7th and Margaret Sts., St. Paul.
 DR. A. W. WHITNEY, Office 936 Payne Ave., Residence
 660 Case St., St. Paul.
 DR. S. M. KIRKWOOD, 1615 Wesley Ave., Hamline.
 St. Paul Prince Street Freight Station (s).
 " Mississippi St. (s).
 " Como Shops (s).
 " Fourth Street Freight Station (s).
 DR. F. L. BECKLEY, Merriam Park.
 DR. A. A. LAW, 113 Pillsbury Building, Minneapolis.
 DR. O. S. CHAPMAN, 1123 4th Ave. So., Minneapolis.
 E. Minneapolis (s).
 Minneapolis Car Foreman's Office (s).
 Gladstone Shops (s).
 DR. J. A. BAKER, Forest Lake.
 DR. C. L. CLARK, White Bear (s).
 Wyoming (s).

DR. C. A. ANDERSON, Rush City (s).
 DR. P. BAKKE, Grantsburg, Wis.
 DR. E. L. STEPHAN, Hinckley (s).
 DR. J. T. SPECK, Barnum, Minn.
 DR. O. S. WATKINS, Carlton, Minn. (s).
 DR. ANDREW HENDERSON, Scanlon, Minn.
 DR. C. S. KNOX, Nettleton Ave., Superior.
 DR. J. C. ADAMS, Superior, Nettleton Station (s).
 Superior, Freight Station (s).
 DR. W. H. MAGIE, Duluth.
 DR. A. J. BRADEN, Duluth.
 Duluth yard office at Rice's Point (s).
 Duluth Union Depot (s).
 Tool Car, Duluth (s).
 West Duluth (s).
 DR. M. S. HOSMER, Ashland, Wis. (s).
 DR. T. R. SPEARS, Washburn, Wis.
 DR. J. A. PATERSON, Iron River.
 DR. A. G. BELSHEIM, Aitkin, Minn. (s).
 DR. W. G. CAMERON, Staples (s).
 DR. C. E. LUM, Oculist and Aurist, Duluth, Minn.
 DR. J. W. CHAMBERLIN, Oculist, 220 Lowry Bldg., St. Paul.
 DR. L. A. NELSON, Oculist, 220 Lowry Bldg., St. Paul.

NOTES.

SURGEONS will attend, when called upon officially, to all cases of accident occurring to employes or passengers. In cases of sickness it is the intention to limit medical service to the locality or town where a surgeon resides, unless some urgent necessity exists, for which distinct official authority must be had in accordance with established regulations

RAILWAY OFFICIALS are required to call on the nearest authorized surgeons whenever practicable, when surgical or medical services are needed. When such are accessible, the Association will not be responsible for bills for medical services rendered by any other physician. In the event of a sudden emergency, arising from accident, if necessary proper surgical aid

should be procured until the arrival of a regularly appointed surgeon, when the case should be placed in his charge, and in no case should the service of any but an authorized company surgeon be continued at the expense of the Railway Company or the Association after such surgeon is able to assume charge of the case.

BOARDING AND NURSING are furnished only at our own hospital. We are not responsible for bills incurred elsewhere unless specially authorized or approved by the Chief Surgeon, and then only in critical cases of injury or illness occurring in the discharge of duty.

C. E. McMULLIN,
Assistant Superintendent.

K. M. NICOLES,
Train Master.

F. E. POTTER,
Chief Dispatcher.

TONNAGE RATING FREIGHT ENGINES.

GRADES.	CLASS OF ENGINES.							
	C 20		E 3 D 2-3		D 5		R & P 3	
	50	Cars	65	Cars	70	Cars	75	Cars
Maximum Train Limit.....	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars
West Bound.....	450	10	610	14	720	16	----	----
Ashland to Iron River.....	550	13	700	16	800	18	-----	-----
Iron River to Central Ave.....	500	12	700	16	800	18	1000	23
Duluth to Sawyer, 2nd Dist.....	1000	23	1400	32	1600	36	2000	45
Sawyer to Brainerd.....	1200	28	1800	41	2000	45	2300	52
Brainerd to Staples.....	300	7	500	11	600	14	800	18
Duluth to Carlton, 3rd Dist.....	1300	30	1500	34	1700	39	2000	45
Carlton to Hinckley.....	1400	32	1600	36	2000	45	2300	52
Hinckley to White Bear.....								
East Bound.....								
Staples to Duluth.....	1350	28	1750	36	2000	42	2200	47
Central Ave to Iron River.....	480	11	650	15	750	17	----	----
Iron River to Ashland.....	650	15	840	19	940	21	----	----
White Bear to Hinckley.....	1300	32	1700	41	1900	46	2200	53
Hinckley to Groningen.....	1000	25	1400	34	1450	35	1750	43
Groningen to Duluth.....	1300	32	1700	41	1900	46	2200	53

Above rating is based on trains consisting of loads only and rating is calculated for an average speed of ten miles per hour.

For each car added to number specified above, deduct ten tons from rating of engine; for each car less than number specified above, add ten tons to rating of engine.

West bound trains with two engines will not handle more tonnage than the combined rating of both engines.

In figuring tonnage of the car, less than 1,000 pounds will not be counted; one thousand pounds or more will be counted one ton.

To secure full tonnage rating a fraction of weight of car more than rating must be counted rather than a fraction less.

Train dispatcher will determine rate to be handled when reduction is necessary account of weather condition, except that for temperature alone the following rule will be applied by all concerned:

Reduce rating:—10% between 30 above and 10 above zero; 15% between 10 above and 10 below zero; 25% when temperature is below 10 below zero.

When engines are unable to haul the rating, engineers will designate to conductors the number of tons to be reduced and will wire the Superintendent why the reduction is necessary. It must be distinctly understood that the responsibility for reducing train below rating of engine must be assumed by the engineer and not by the conductor.

This rating is made to govern ruling grades only, and will in no manner interfere with the handling of additional tonnage where the grades will permit.

The above rating includes helper from Carlton to Howell and from Carlton to three miles west of Carlton on 3rd District.

In making up or filling out trains the following rules will be followed as far as practicable:

Solid trains of loads or solid trains of empties.

Where trains consist of both loads and empties, loads in the middle with empties divided between the head and rear end of trains.

Maximum tonnage per local freight trains will be 200 tons less than tonnage for through freights. Tonnage for fast freights will be regulated by bulletin.

