

# **NORTHERN PACIFIC RAILWAY COMPANY.**

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**LAKE SUPERIOR DIVISION**

# **TIME 30A TABLE**

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

**MONDAY, SEPTEMBER 27th, 1909.**

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**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.

**E. C. BLANCHARD,**  
General Superintendent.

**I. B. RICHARDS,**  
Superintendent of Transportation.

**GEO. T. ROSS,**  
Superintendent.



WEST BOUND

SECOND DISTRICT

EAST BOUND

Summary table for WEST BOUND, SECOND DISTRICT, and EAST BOUND. Includes train numbers (45, 57, 53, 105, 103, 13, 11, 12, 14, 104, 106, 54, 58, 44), routes, and times.

SEE DULUTH AND SUPERIOR TERMINALS TIME TABLE

Main time table for Duluth and Superior terminals, showing station names (e.g., Central Ave., Pokedama, St. Louis), distances, and departure/arrival times.

See Page 3.

REGISTERING STATIONS—Central Ave., Carlton, Brainerd and Staples. STANDARD CLOCKS—Duluth, Carlton and at Staples Passenger Depot.

BULLETIN STATIONS—Central Ave., Carlton, Brainerd and Staples Passenger Depot. Brainerd Yard extends to Gravel Pit, two (2) miles east of Brainerd.

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.

WEST BOUND

THIRD DISTRICT

EAST BOUND

Table with columns for Third Class, 2d Cl'ss, First Class Trains (115-101), Stations, and First Class Trains (102-116). Includes 'TIME TABLE No. 30A SEPT. 27, 1909' and 'STATIONS'.

SEE DULUTH AND SUPERIOR TERMINALS TIME TABLE

Main time table grid with columns for time, station names (e.g., Duluth, Superior, Carlton, etc.), and train numbers. Includes vertical text: 'This train loses right and class when 30 minutes or more late.' and 'Time Over District Average Speed per Hour'.

REGISTRING STATIONS—White Bear, Wyoming, Hinckley, Carlton, and Bald Eagle, for trains terminating there. BULLETIN STATIONS—White Bear, Hinckley, Carlton and Duluth. STANDARD CLOCKS—White Bear, Hinckley, Carlton, Rice's Point, and Chief Dispatcher's Office.

All trains between White Bear and St. Paul will be governed by St. Paul Division time table and between St. Paul and Minneapolis by Great Northern Railway time table regulations. Passenger trains will wait 20 minutes at White Bear for connections.

On Sundays, Nos. 103 and 104 will stop on flag at Harris, Willow River and Barnum. No. 101 will wait at Carlton for Second District No. 11. No. 116 will take siding for No. 101.

WEST BOUND					TAYLORS FALLS BRANCH					EAST BOUND					WEST BOUND GRANTSBURG BRANCH					EAST BOUND									
Second Class Trains		FIRST CLASS TRAINS			Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Taylor Falls	TIME TABLE No. 30A. SEPT. 27, 1909. Succeeding No. 30.			Distance from Wyoming	Capacity of Side Tracks	FIRST CLASS TRAINS			Second Class Trains		SECOND CLASS TRAINS		Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Grantsburg	TIME TABLE No. 30A. SEPT. 27, 1909. Succeeding No. 30.			Distance from Rush City	Capacity of Side Tracks	SECOND CLASS TRAINS	
177			107	STATIONS				108						178			361 (101's Con.)						362 (102's Con.)					STATIONS	362
MIXED			PASSENGER	Telegraph Offices and Calls.	PASSENGER				MIXED			MIXED			MIXED			Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday			
Ex. Sunday			Ex. Sunday		W T	0.0	TAYLOR'S FALLS YARD...	0.5	20.5			7.40 PM			11.25 AM			T	LE 17	0.0	GRANTSBURG...	10.3	17.0	40	11.15 AM				
11.40 AM			6.35 AM				TAYLOR'S FALLS...	3.0	20.0	10		7.35			11.20				LE 7	10.3	BENSON...	1.7	6.7	18	10.53				
11.50 AM			6.35		LE 21	0.5									11.08				LE 5	12.0	ST. CROIX RIVER...	5.0	5.0	6	10.48				
f 12.01 PM			f 6.45		LE 17	3.5	FRANCONIA...	3.0	17.0	30	f	7.27			10.58				W Y S	17.0	RUSH CITY...	0.0	120	10.35 AM					
12.15			6.58		LE 14	6.5	SHAFERS...	3.3	14.0	22		7.18			10.45														
12.30			7.01		LE 10	9.8	CENTRE CITY...	1.7	10.7	14		7.10			10.35														
12.45			7.07		LE 9	11.5	LINDSTROM...	2.5	9.0	50		7.05			10.22														
1.00			7.15		LE 6	14.0	CHISAGO CITY...	6.5	6.5	42		6.59			9.55 AM														
1.30 PM			7.30 AM		W Y L 123	20.5	WYOMING...	0.0	0.0	120		6.45 PM			Ex. Sunday														
Ex. Sunday			Ex. Sunday									Ex. Sunday			1.30														
1.50			1.05				Time Over District					0.55			18.4														
11.1			18.9				Average Speed per Hour					22.3			18.4														
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		Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Cloquet	TIME TABLE No. 30A. SEPT. 27, 1909. Succeeding No. 30.			Distance from Carlton	Capacity of Side Tracks	FIRST CLASS TRAINS			SECOND CLASS TRAINS			REGISTERING STATIONS—Carlton and Cloquet.	BULLETIN STATION AND STANDARD CLOCK—Carlton.	INTERLOCKING SWITCH AND SIGNAL—Carlton.	No. 477 has right over No. 472.	Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Quarry	TIME TABLE No. 30A. SEPT. 27, 1909. Succeeding No. 30.			Distance from Groningen	Capacity of Side Tracks
475 (13s Con.)	479 (104s Con.)	477 (102s Con.)	473 (103s Con.)	469 See 116				STATIONS	472 (102s Con.)	474 (104s Con.)			476 (14s Con.)	478 (106s Con.)	480 (101s Con.)	482 (103s Con.)	PASSENGER	PASSENGER								PASSENGER	MIXED	MIXED		
MIXED	MIXED	MIXED	PASSENGER	PASSENGER	Telegraph Offices and Calls.	PASSENGER	PASSENGER	PASSENGER	MIXED	MIXED	MIXED	Ex. Sunday	Daily	Sun. Only	Ex. Sunday	Ex. Sunday	Ex. Sunday	Telegraph Offices and Calls.												
Daily	Ex. Sunday	Ex. Sunday	Ex. Sunday	Daily	WS LO 7	0.0	CLOQUET...	2.7	6.5			1.45 PM	6.25 PM	8.05 AM	7.30 AM	10.35 AM	8.40 PM													
6.45 PM	4.50 PM	12.00M	2.20 PM	8.30 AM			SCANLON...	3.8				1.37	6.17	7.57	7.00	10.20	8.25													
6.55	4.58	12.10	2.28	8.38	LO 4	2.7						1.25 PM	6.05 PM	7.45 AM	6.40 AM	10.00 AM	8.05 PM													
7.10 PM	5.10 PM	12.25 PM	2.40 PM	8.50 AM	W C SY 86	6.5	CARLTON...	0.0				Ex. Sunday	Daily	Sun. Only	Ex. Sunday	Ex. Sunday	Ex. Sunday													
Daily	Ex. Sunday	Ex. Sunday	Ex. Sunday	Daily								0.20	0.20	0.20	0.50	0.35	0.35													
0.25	0.20	0.25	0.20	0.20			Time Over District					19.5	19.5	19.5	7.8	11.1	11.1													
15.6	19.5	15.6	19.5	19.5			Average Speed per Hour					19.5	19.5	19.5	7.8	11.1	11.1													

### COMMERCIAL SPURS

<b>FIRST DISTRICT.</b>	<b>SECOND DISTRICT.</b>	<b>THIRD DISTRICT.</b>	<b>GRANTSBURG BRANCH.</b>
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 Brownell.
- East end siding, Smithville.
- East end of Quarry track, Miller Branch.
- East end siding, Pine Grove.
- East end north passing track, Sawyer.
- East end south 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. S. SHANNON, Barnum, Minn.  
 DR. O. S. WATKINS, Carlton, Minn. (s).  
 DR. J. D. GILBERT, (Substitute and Assistant.)  
 DR. ANDREW HENDERSON, Scanlon, Minn.  
 DR. C. S. KNOX, East End, Superior.  
 DR. J. C. ADAMS, Superior, East End 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.

L. F. NEWTON,  
Assistant 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		T	
Maximum Train Limit. ....	50	Cars	65	Cars	70	Cars	75	Cars	80	Cars
West Bound. ....	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars
Ashland to Iron River.....	450	10	610	14	720	16	-----	-----	-----	-----
Iron River to Central Ave. .	550	13	700	16	800	18	-----	-----	-----	-----
Duluth to Sawyer, 2nd Dist.	500	12	700	16	800	18	1000	23	1150	26
Sawyer to Brainerd.....	1000	23	1400	32	1600	36	2000	45	2300	52
Brainerd to Staples.....	1200	28	1800	41	2000	45	2300	52	2600	68
Duluth to Carlton, 3rd Dist.	300	7	500	11	600	14	800	18	950	21
Carlton to Hinckley.....	1300	30	1500	34	1700	39	2000	45	2300	52
Hinckley to White Bear....	1400	32	1600	36	2000	45	2300	52	2600	58
East Bound.										
Staples to Duluth.....	1350	28	1750	36	2000	42	2200	47	2650	56
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	2500	60
Hinckley to Groningen.....	1000	25	1400	34	1450	35	1750	43	2050	50
Groningen to Duluth.....	1300	32	1700	41	1900	46	2200	53	2500	60

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.

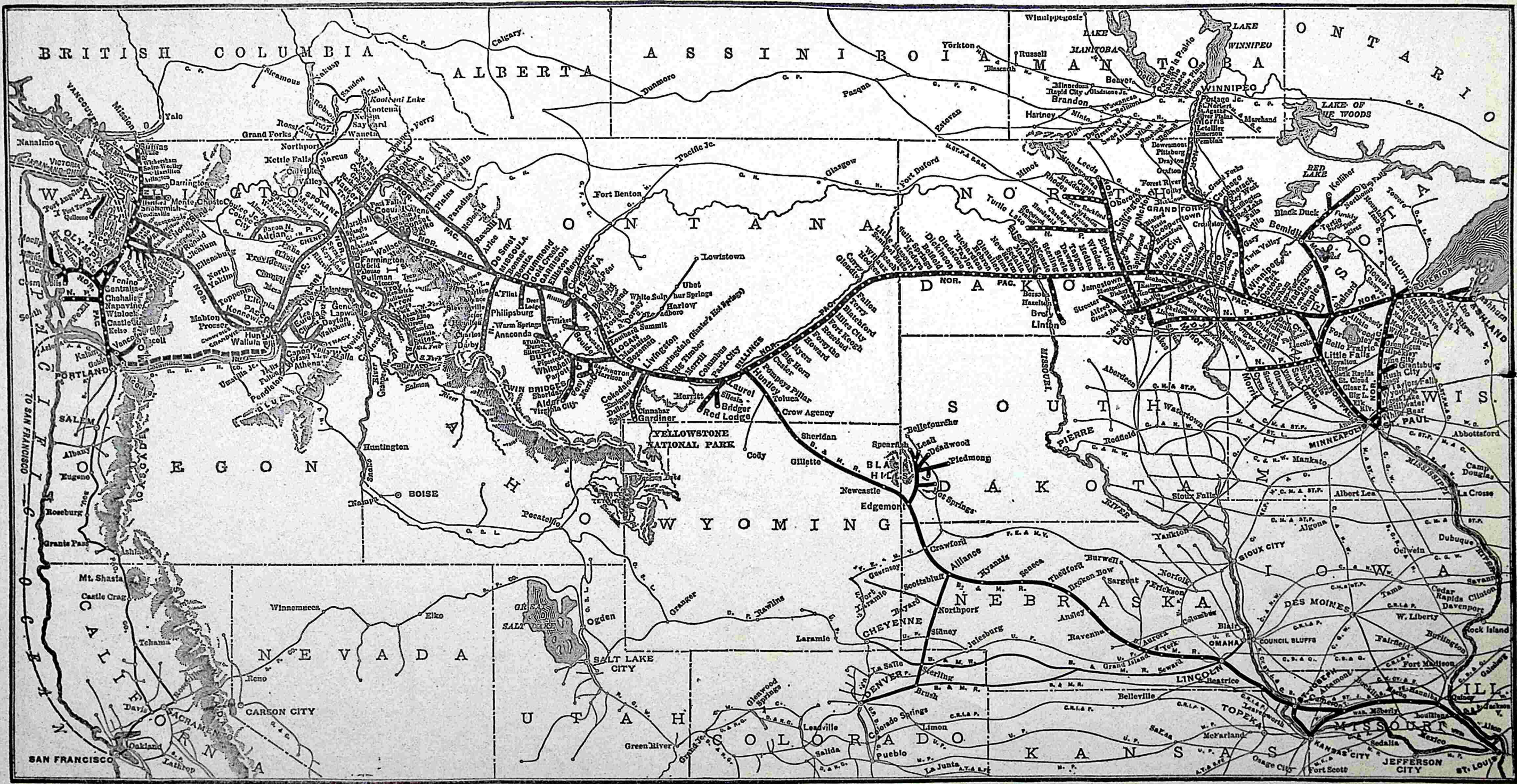
The above rating includes helper from Carlton to Brownell and from Carlton to three miles west of Carlton on 3rd District.

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.



BRITISH COLUMBIA ALBERTA SASKATCHEWAN MANITOBA ONTARIO

WASHINGTON IDAHO MONTANA NEBRASKA WISCONSIN

OREGON CALIFORNIA NEVADA UTAH COLORADO KANSAS MISSOURI

YELLOWSTONE NATIONAL PARK

SAN FRANCISCO OAKLAND SACRAMENTO CARSON CITY RENO WASHINGTON D.C. ST. LOUIS