

NORTHERN PACIFIC RAILWAY COMPANY.

LAKE SUPERIOR DIVISION

TIME 36B TABLE

In Effect at 12:01 A. M. Central or 90th Meridian Time.

SUNDAY, MAY 26th, 1912.

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.

G. A. GOODELL,
General Manager.

G. L. NICHOLS,
General Superintendent.

P. H. McCAULEY,
Superintendent of Transportation.

K. M. NICOLES,
Superintendent.

WESTWARD

EASTWARD

THIRD CLASS		SECOND CLASS		FIRST	
727	623	625	65	63	55
WAY FREIGHT	FREIGHT	FREIGHT	PASSENGER	PASSENGER	PASSENGER
Except Sunday	Daily	Daily	Daily	Daily	Daily
L 0.00 AM	L 0.05 PM	L 0.00 PM	L 11.10 PM	L 1.55 PM	L 7.30 PM

Way Freight	Freight	Passenger	Passenger	Passenger	Passenger
727	623	625	65	63	55
Except Sunday	Daily	Daily	Daily	Daily	Daily
L 0.00 AM	L 0.05 PM	L 0.00 PM	L 11.10 PM	L 1.55 PM	L 7.30 PM

May 26, 1912.
Succeeding No. 80-A.

STATIONS
Telegraph Office and Call.

THIRD CLASS		THIRD CLASS	
624	728	624	728
FREIGHT	WAY FREIGHT	FREIGHT	WAY FREIGHT
Daily	Except Sunday	Daily	Except Sunday
Daily	Except Sunday	Daily	Except Sunday

BETWEEN CENTRAL AVE. AND DULUTH TRAINS WILL BE GOVERNED BY DULUTH AND SUPERIOR TERMINALS TIME TABLE

Time	727	623	625	65	63	55	Way Freight	Freight	Passenger	Passenger	Passenger	Passenger	Station	Distance from Duluth	Capacity of Coach	Passenger	Passenger	Passenger	Passenger	Freight	Way Freight
L 7.00 AM	L 9.40 PM	L 7.10 PM	L 11.50 PM	L 11.50 PM	L 11.50 PM	L 7.55 PM	L 8.30 AM	WY	01	8.3	AJ	CENTRAL AVE. DN	139.2	60	A 0.00 PM	A 7.30 AM	A 0.18 PM	A 6.45 AM			A 4.20 PM
L 8.00	0.40	7.15	11.05 PM	0.34	0.01	8.05		09	10.7		POKEMAMA	136.8	70	5.04	7.44	0.10	0.40			4.10	
L 8.15	10.05	7.30	10.05 AM	0.40	8.15	8.44		74	15.3		WALBRIDGE	122.2	42	5.44	7.08	0.00	5.00			5.55	
L 8.30	10.20	7.45	10.15	0.45	8.30	8.51		78	18.5		STATE LINE	120.0		5.07	7.07	0.01	5.24			5.40	
L 8.45	10.35	7.55	10.25	0.50	8.45	9.02		70	20.1		G. N. Ry. Crossing	127.4	42	5.04	7.05	0.00	5.01			5.40	
L 9.00	10.45	8.05	10.35	0.55	8.55	9.15		82	23.1	WQ	WRENSHALL DN	124.4	71	5.28	7.10	0.05	5.14			5.30	
L 9.15	10.55	8.15	10.45	0.60	9.05	9.25		60	27.2	UN	CARLTON DN	120.2		5.20	7.10	L 5.49 PM	L 5.05 AM	A 8.15 PM	A 3.00 PM	3.00 PM	
L 9.30	11.05	8.25	10.55	0.65	9.15	9.35		91	32.3		IVERTSON	116.2	45	5.10	7.00					1.55	
L 9.45	11.15	8.35	11.05	0.70	9.25	9.45		00	37.1	Y	SAWYER	110.4	103	5.01	6.50					7.45	1.40
L 10.00	11.25	8.45	11.15	0.75	9.35	9.55		102	43.6		CORONA	103.0	79	4.40	6.42					7.25	1.20
L 10.15	11.35	8.55	11.25	0.80	9.45	10.05		103	49.0	W	CROWWELL DN	93.5	60	4.00	6.02					7.10	1.05
L 10.30	11.45	9.05	11.35	0.85	9.55	10.15		114	55.0		WRIGHT	92.5	62	4.28	6.00					6.50	12.40
L 10.45	11.55	9.15	11.45	0.90	10.05	10.25		120	61.1		TAMARACK	86.4	60	4.10	6.10					6.30	12.40
L 11.00	12.05	9.25	11.55	0.95	10.15	10.35		125	65.0		ORAVLING	81.5	60	4.07	6.02					6.15	11.45 AM
L 11.15	12.15	9.35	12.05	1.00	10.25	10.45		129	70.2	YWO	MC GREGOR DN	77.3	145	3.59	5.54					6.00	11.30
L 11.30	12.25	9.45	12.15	1.05	10.35	10.55		132	75.0		UDB	72.5	60	3.50	5.43					5.15	10.43
L 11.45	12.35	9.55	12.25	1.10	10.45	11.05		133	79.1		KIMBERLY	63.4	48	3.42	5.30					5.00	10.20
L 12.00	12.45	10.05	12.35	1.15	10.55	11.15		144	84.9		ROSBURG	62.0	80	3.32	5.20					4.45	9.55
L 12.15	12.55	10.15	12.45	1.20	11.05	11.25		160	91.0	W	AITKIN DN	55.5	145	3.21	5.10					4.20	9.00
L 12.30	13.05	10.25	12.55	1.25	11.15	11.35		165	95.7		CEDAR LAKE	51.5	79	3.11	5.05					4.00	8.25
L 12.45	13.15	10.35	13.05	1.30	11.25	11.45		160	101.4		DEERWOOD DN	40.1	103	3.02	4.50					3.45	8.10
L 13.00	13.25	10.45	13.15	1.35	11.35	11.55		165	105.0	W	KLONDYKE	41.0	70	2.53	4.47					3.30	7.55
L 13.15	13.35	10.55	13.25	1.40	11.45	12.05		170	110.9		LOERCH	30.0	60	2.44	4.36					3.05	7.20
L 13.30	13.45	11.05	13.35	1.45	11.55	12.15		177	118.1	WCOTY	BRAINERD DN	29.4		2.30 PM	4.20					2.40 PM	7.00 AM
L 13.45	13.55	11.15	13.45	1.50	12.05	12.25		181	122.5		BAXTER	35.0	81	2.17	4.08					1.45	
L 14.00	14.05	11.25	13.55	1.55	12.15	12.35		187	129.3		SYLVAN	19.2	71	2.08	3.58					1.25	
L 14.15	14.15	11.35	14.05	1.60	12.25	12.45		191	131.6		PILLAGER D	15.9	80	2.08	3.58					1.15	
L 14.30	14.20	11.45	14.15	1.65	12.35	12.55		195	139.0		WHEELLOCK	10.9	63	1.54	3.40					1.00	
L 14.45	14.25	11.55	14.25	1.70	12.45	13.05		199	140.3	W	MOTLEY DN	7.2	130	1.48	3.42					12.40	
L 15.00	14.35	12.05	14.35	1.75	12.55	13.15		203	144.5		HAYDEN	3.0	80	1.40	3.35					12.20	
L 15.15	14.45	12.15	14.45	1.80	13.05	13.25		207	147.5	WCOTY	STAPLES DN	0.0		L 1.05 PM	L 0.30 AM					L 12.05 PM	
L 15.30	14.55	12.25	14.55	1.85	13.15	13.35									Daily	Daily	Daily	Daily	Daily	Except Sunday	
L 15.45	15.05	12.35	15.05	1.90	13.25	13.45									4.25	4.20	0.20	0.40	8.10	9.20	
L 16.00	15.15	12.45	15.15	1.95	13.35	13.55									81.5	72.1	29.0	28.3	14.8	11.7	

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.

REREGISTERING STATIONS—Central Ave., Carlton, Brainerd and Staples.
 BULLETIN STATIONS—Central Ave., Carlton, Brainerd and Staples Passenger Depot.
 FORWARD LOCKS—Duluth, Carlton and at Staples Passenger Depot.
 DERAIL SWITCHES—See page 6.
 YARD LIMITS—Central Avenue, Carlton, McGregor, Altkin, Brainerd and Staples.
 HELPER DISTRICTS—Duluth to Sawyer.
 Junction switch at Central Ave. must be left set and locked for the second sub-division.
 No. 58 will wait at Staples for No. 5.
 No. 55 will wait at Staples for No. 6.
 Between Carlton and Brainerd Nos. 727 and 728 are permitted to carry adult male passengers, who provided with proper transportation from and to points at which these trains stop for other purposes.
 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 westward track. Switch at Etta Line is handled from tower. Maximum speed of passenger trains is one minute or sixty seconds per mile. This limit must never be exceeded.

WESTWARD

THIRD SUB-DIVISION (MAIN LINE)

THIRD CLASS		SECOND CLASS		Via St. Paul, Duluth, and other points	Car Capacity of Equipment	Distance from Duluth	TIME TABLE No. 36-B. MAY 26, 1912. Succeeding No. 36-A. STATIONS Telegraph Offices and Calls.		Distance from Minneapolis	Station Numbers	FIRST CLASS											
723 WAY FRT. Mon Wed & Fri	721 WAY FRT. Except Sunday	627 FREIGHT Daily	625 FREIGHT Daily				61 PASSENGER Except Sunday	63 PASSENGER Daily			65 PASSENGER Daily	67 PASSENGER Except Sunday	69 PASSENGER Except Sunday	71 PASSENGER Daily	79 PASSENGER Daily	77 PASSENGER Daily	59 PASSENGER Saturday only	89 PASSENGER Sunday only				
		L 7.00 PM		WC		0.0	DN.....DULUTH.....DU	102.4	WD	71	L 9.00 AM	L 1.55 PM	L 11.10 PM	Except Sunday	Except Sunday	L 6.10 PM						

BETWEEN DULUTH AND WEST DULUTH JCT. TRAINS WILL BE GOVERNED BY DULUTH AND SUPERIOR TERMINALS TIME TABLE

Time	723	721	627	625	Station	Distance from Duluth	Station Number	61	63	65	67	69	71	79	77	59	89
L 8.00 PM					..... WEST DULUTH JCT	3.0	107.5	L 8									
8.08					..... SMITHVILLE	3.4	104.5	L 8	f 9.23								
8.22					..... SHORT LIND PARK	4.0	101.1	L 11	f 9.39								
8.48					..... DROWNELL	3.1	106.2	L 10	f 9.48								
8.53					..... THOMSON	1.3	143.1	L 10	* 9.50								
L 9.00 AM			L 9.00 AM		DN..... CARLTON	0.2	141.8	L 20	* 10.00	L 3.00 PM	L 12.40 PM		A* 6.00 PM				
f 9.25 AM			9.40 AM		2nd Sub-div. and G. N. Cr's		195.0	L 20	10.10	7.24	10.54						
			10.00		..... OTTER CREEK	1.2	134.4	L 28									
			10.15		..... ATKINSON	4.8	129.0	L 33									
10.30 AM			10.27		D..... MAITOWA	6.0	123.0	L 39	10.32	8.25	f 1.09						
12.35 PM			10.50		D..... BARNUM	4.0	119.0	L 43	10.43	8.00	f 1.22						
1.15			11.08		DN..... MOOSE LAKE	5.9	113.1	L 49	10.55	8.08	f 1.45						
1.45			11.10		D..... STURGEON LAKE	4.4	109.7	L 54	11.05	8.48	f 1.54						
f 2.10			11.24		..... WILLOW RIVER	4.9	104.7	L 58	11.14	8.48	* 2.08						
2.45			11.40		..... RUTLEDGE	5.9	99.7	L 62	11.24	8.55	f 2.10						
3.08			11.50		D..... PINLAYSON	3.9	95.1	L 68	11.34	8.55	f 2.25						
f 3.30 AM			11.58 PM		DN..... GRONINGEN	4.7	91.4	L 71	11.45	8.59	* 2.52 PM						
			12.10 AM		..... FRISLAND	4.8	86.0	L 70	11.55 PM	4.09	3.07						
			12.05 AM		DN..... HINCKLEY	9.2	83.4	L 79	12.05 PM	7.23-7.22							
			1.17		..... MISSION CREEK	3.8	79.0	L 83	f 12.17	4.20	f 3.22						
7.45			1.09		..... BEROUN	6.0	73.0	L 89	* 12.28	4.27	* 3.07						
8.00			1.53		DN..... PINE CITY	4.8	68.0	L 91	* 12.37	4.04	* 3.48						
8.20 AM			2.05		D..... ROCK CREEK	6.1	63.7	L 99	12.57	4.42	* 4.05						
722-01-02			2.15		DN..... RUSH CITY	6.9	59.5	L 105	7.21-7.22	4.61	f 4.22						
1.40			2.45		D..... HARRIS	5.1	51.7	L 111	1.10	4.50	f 4.35						
2.00			3.00		D..... NORTH BRANCH	7.9	43.8	L 110	1.10	5.10	f 4.54						
2.45			3.20		D..... STACY	4.2	39.0	L 123	1.49	5.10	* 5.05	L 7.30 PM					
3.05			3.30		DN..... WYOMING	4.2	35.4	L 127	1.50	5.24	f 5.14	* 7.38					
29-03-01-78			3.31		D..... FOREST LAKE	8.4	27.0	L 135	2.05	5.35	f 5.33	* 7.54					
3.40			3.50		D..... HUGO	4.2	22.8	L 140	2.18	5.41	* 5.49	* 8.02	L 7.18 PM				
4.10			4.10		D..... BALD EAGLE	1.0	21.8	L 141	A* 2.18 PM	A* 5.45 PM	A* 5.45 PM	A* 8.05 PM	A* 7.10 PM				
4.25			4.25		M. St. P. & S. 1.0 Sta. M. Cr's		10.4	L 152	Via St. P. D.	Via St. P. D.	Via St. P. D.	Via St. P. D.	Via St. P. D.	Via St. P. D.	Via St. P. D.	Via St. P. D.	Via St. P. D.
A* 4.30 PM			A 5.00 PM		DN..... WHITE BEAR	11.4	10.4	L 152	A 5.30 PM	A 6.10 PM	A 6.10 PM	A 6.55 PM	A 6.55 PM	A 6.55 PM	A 6.55 PM	A 6.55 PM	A 6.55 PM
			A 5.30 PM		DN..... ST. PAUL	10.4	0.0	L 100	Via G. N. Ry	Via G. N. Ry	Via G. N. Ry	Via G. N. Ry	Via G. N. Ry	Via G. N. Ry	Via G. N. Ry	Via G. N. Ry	Via G. N. Ry
8.50			Daily		..... MINNEAPOLIS				Except Sunday	Daily	Except Sunday	Except Sunday	Daily	Daily	Daily	Saturday only	Sunday only
8.0			9.00						5.55	4.45	5.40	6.35	0.54	0.40	0.35	0.40	0.40
8.0			15.0						29.0	23.0	30.5	27.7	26.7	26.7	23.1	20.7	20.7

This train loses both Right and Schedule when 30 minutes or more late.

This Train runs Saturday only.

This Train runs Sunday only.

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.

REGISTERING STATIONS.—White Bear, Wyoming, Hinckley, Carlton, West Duluth and Edgemoor, 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, Duluth.

DETAILED SWITCHES.—See page 6.

YARD LIMITS.—West Duluth Jct., Carlton, Hinckley and White Bear.

HELPER DISTRICT.—Duluth to three miles west of Carlton.

Maximum speed of passenger train is one minute or sixty seconds per mile. This limit must never be exceeded.

No. 61 will take siding at Beroun for No. 63.

No. 723 and 724 between Carlton and Hinckley, Nos. 725 and 726 between Wyoming and Taylor Falls and Nos. 721 and 722 between Hinckley and Itaska City are permitted to carry adult male passengers, when provided with proper transportation from and to points at which these trains stop for other purposes.

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.

See footnotes on page 4.

90 PASSENGER Sunday only
 60 PASSENGER Saturday only
 76 PASSENGER Daily
 78 PASSENGER Daily
 70 PASSENGER Except Sunday
 68 PASSENGER Except Sunday
 66 PASSENGER Daily
 64 PASSENGER Daily
 62 PASSENGER Except Sunday

EASTWARD

90	60	76	78	70	68	66	64	62	50	48	46	44	42	40	38	36	34	32	30	28	26	24	22	20	18	16	14	12	10	8	6	4	2
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BETWEEN WEST DULUTH JCT. AND DULUTH TRAINS WILL BE GOVERNED BY DULUTH AND SUPERIOR TERMINALS TIME TABLE

Time	90	60	76	78	70	68	66	64	62	50	48	46	44	42	40	38	36	34	32	30	28	26	24	22	20	18	16	14	12	10	8	6	4	2	
WEST DULUTH JCT.																																			
SAITIVILLE																																			
SHORT LINE PARK																																			
DROWNELL																																			
THOMSON																																			
CARLTON																																			
OTTER CREEK																																			
ATKINSON																																			
MAHTOWA																																			
DARNUM																																			
MOOSE LAKE																																			
STURGEON LAKE																																			
WILLOW RIVER																																			
RUTLEDGE																																			
PINLAYSON																																			
GRONINGBORN																																			
FRIELAND																																			
HINCKLEY																																			
MISSION CREEK																																			
BERGON																																			
PINE CITY																																			
ROCK CREEK																																			
RUSH CITY																																			
HARRIS																																			
NORTH BRANCH																																			
STACY																																			
WYOMING																																			
FORREST LAKE																																			
HUGO																																			
BALD BATH																																			
WHITE BEAR																																			
ST. PAUL																																			
MINNEAPOLIS																																			

This Train runs Sunday Only.
 This Train runs Saturday Only.

This train loses both Right and Schedule when 30 minutes or more late.

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.

Passenger trains will wait 20 minutes at White Bear for connections. This limit must never be exceeded.
 Double track switch at West Duluth Junction will be kept out for eastward trains.
 All eastward trains will come to a full stop at double track switch at West Duluth Junction and will know that track is not obstructed by trains crossing over to Grayer Point.

Maximum speed of passenger trains is one minute or sixty seconds per mile. This limit must never be exceeded.
 This subdivision main line will close with the end of the line at West Duluth.
 On Sundays, Nos. 63 and 64 will stop on flag at Harris and Barnum.
 No. 61 will wait at Carlton for Second Subdivision No. 58.
 See foot notes on page 2.

No. 77 will take siding for No. 61.
 No. 64 will take siding at Bergon for No. 61.
 No. 67 and 68 will lose both Right and Schedule when 30 minutes or more late.
 No. 63 and 64 will operate at Westward Division.

WESTWARD						SIXTH SUB-DIVISION (CLOQUET BRANCH)						EASTWARD					
SECOND CLASS			FIRST CLASS			TIME TABLE No. 36-B. May 26, 1912. Succeeding No. 30-A.	STATIONS Telegraph Offices and Calls	FIRST CLASS			SECOND CLASS			THIRD CLASS			
425	423	421	73	71	75			72	74	422	424	426	735	736			
MIXED	MIXED	MIXED	PASSENGER	PASSENGER	PASSENGER			PASSENGER	PASSENGER	MIXED	MIXED	MIXED	WAY FRT	WAY FRT			
Except Sunday	Except Sunday	Except Sunday	Sunday only	Daily	Except Sunday			Daily	Except Sunday	Except Sunday	Except Sunday	Except Sunday	Tues., Thurs. and Sat.	Tues., Thurs. and Sat.			
L 8.05M	L 10.00M	L 6.40M	L 7.45M	L 6.05M	L 1.25PM	DN.....CARLTON.....UN	A 8.50M	A 9.40M	A 10.05M	A 8.10M	A 6.00M	L 10.00M	L 9.55M				
8.35	10.20	7.00	7.57	6.17	1.57	D.....SCANLON.....SN	8.58	9.28	10.10	4.58	6.07	10.15	10.40				
A 8.40M	A 10.05M	A 7.30M	A 8.05M	A 6.25M	A 1.45PM	D.....CLOQUET.....CO	L 8.50M	L 9.20M	L 10.00M	L 4.50M	L 6.00M	A 10.30M	A 10.25M				
Except Sunday	Except Sunday	Except Sunday	Sunday only	Daily	Except Sunday		Daily	Except Sunday	Except Sunday	Except Sunday	Tues., Thurs. and Sat.	Tues., Thurs. and Sat.					
0.35	0.35	0.60	0.20	0.20	0.20		0.20	0.20	0.25	0.20	0.30	0.30					
11.1	11.1	7.8	10.5	10.5	10.8		10.20	10.5	10.5	10.5	12.0	12.0					
Time Over Sub-division						Time Over Sub-division						Time Over Sub-division					
Average Speed per Hour						Average Speed per Hour						Average Speed per Hour					

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.

WESTWARD						SEVENTH SUB-DIVISION (MILLER BRANCH)						EASTWARD					
THIRD CLASS			THIRD CLASS			TIME TABLE No. 36-B. May 26, 1912. Succeeding No. 86-A.	STATIONS Telegraph Offices and Calls	THIRD CLASS			THIRD CLASS			THIRD CLASS			
735	736	736	735	736	736			735	736	736	735	736	736	735	736	736	
WAY FRT	WAY FRT	WAY FRT	WAY FRT	WAY FRT	WAY FRT			WAY FRT	WAY FRT	WAY FRT	WAY FRT	WAY FRT	WAY FRT	WAY FRT	WAY FRT	WAY FRT	
Tues., Thurs. and Sat.	Tues., Thurs. and Sat.	Tues., Thurs. and Sat.	Tues., Thurs. and Sat.	Tues., Thurs. and Sat.	Tues., Thurs. and Sat.			Tues., Thurs. and Sat.	Tues., Thurs. and Sat.	Tues., Thurs. and Sat.	Tues., Thurs. and Sat.	Tues., Thurs. and Sat.	Tues., Thurs. and Sat.	Tues., Thurs. and Sat.	Tues., Thurs. and Sat.	Tues., Thurs. and Sat.	
L 10.00M	L 10.00M	L 10.00M	L 10.00M	L 10.00M	L 10.00M	DN.....QUARRY.....Q	A 8.50M	A 8.50M	A 8.50M	A 8.50M	A 8.50M	A 8.50M	L 10.00M	L 10.00M	L 10.00M		
10.15	10.15	10.15	10.15	10.15	10.15	D.....GOVERNMENT ROAD CROSSING	10.15	10.15	10.15	10.15	10.15	10.15	10.15	10.15	10.15		
A 10.30M	A 10.30M	A 10.30M	A 10.30M	A 10.30M	A 10.30M	D.....GRONINGEN.....MR	L 8.50M	L 8.50M	L 8.50M	L 8.50M	L 8.50M	L 8.50M	A 10.30M	A 10.30M	A 10.30M		
Except Sunday	Except Sunday	Except Sunday	Except Sunday	Except Sunday	Except Sunday		Daily	Except Sunday	Except Sunday	Except Sunday	Except Sunday	Tues., Thurs. and Sat.	Tues., Thurs. and Sat.	Tues., Thurs. and Sat.			
0.30	0.30	0.30	0.30	0.30	0.30		0.20	0.20	0.25	0.20	0.20	0.30	0.30	0.30			
12.0	12.0	12.0	12.0	12.0	12.0		10.20	10.5	10.5	10.5	10.5	12.0	12.0	12.0			
Time Over Sub-division						Time Over Sub-division						Time Over Sub-division					
Average Speed per Hour						Average Speed per Hour						Average Speed per Hour					

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.

WESTWARD						EIGHTH SUB-DIVISION (GRANTSBURG BRANCH)						EASTWARD					
SECOND CLASS			SECOND CLASS			TIME TABLE No. 36-B. May 26, 1912. Succeeding No. 80-A.	STATIONS Telegraph Offices and Calls	SECOND CLASS			SECOND CLASS			THIRD CLASS			
419	419	419	420	420	420			417	79	77	67	68	76	78	418	418	
MIXED	MIXED	MIXED	MIXED	MIXED	MIXED			MIXED	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	
Except Sunday	Except Sunday	Except Sunday	Except Sunday	Except Sunday	Except Sunday			Except Sunday	Saturday and Sunday	Daily	Except Sunday	Except Sunday	Saturday and Sunday	Saturday and Sunday	Except Sunday	Except Sunday	
L 10.01M	L 10.01M	L 10.01M	L 11.25M	L 11.25M	L 11.25M	DN.....GRANTSBURG.....G	L 11.35M	L 3.50M	L 6.45M	L 6.25M	A 7.40M	A 11.15M	A 3.45M	A 4.45M	A 4.45M		
10.14	10.14	10.14	11.31	11.31	11.31	D.....LINDS Spur.....L	11.45	8.55	7.00	6.55	7.55	11.10	3.40	4.40	4.40		
10.21	10.21	10.21	11.37	11.37	11.37	D.....DENSON.....D	11.55M	4.05	7.10	6.45	7.27	11.08	3.31	4.27	4.27		
10.00	10.00	10.00	11.43	11.43	11.43	D.....ST. CROIX RIVER.....R	10.10M	4.12	7.18	6.50	7.18	11.07	3.25	4.12	4.12		
A 10.52M	A 10.52M	A 10.52M	11.49	11.49	11.49	DN.....RUSH CITY.....RC	12.80	4.10	7.27	7.01	7.10	10.47	3.19	4.10	4.10		
Except Sunday	Except Sunday	Except Sunday	11.55	11.55	11.55		12.45	4.24	7.30	7.07	7.05	10.42	3.15	4.08	4.08		
0.51	0.51	0.51	12.01	12.01	12.01		1.05	4.31	7.35	7.15	7.05	10.37	3.09	4.00	4.00		
18.4	18.4	18.4	12.07	12.07	12.07		A 11.20M	A 4.45M	A 7.50M	A 7.80M	L 6.45M	L 10.28M	L 2.55M	L 3.10M	L 3.10M		
Time Over Sub-division						Time Over Sub-division						Time Over Sub-division					
Average Speed per Hour						Average Speed per Hour						Average Speed per Hour					

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.

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

WESTWARD						NINTH SUB-DIVISION (TAYLORS FALL BRANCH)						EASTWARD					
THIRD CLASS			THIRD CLASS			TIME TABLE No. 36-B. May 26, 1912. Succeeding No. 30-A.	STATIONS Telegraph Offices and Calls	FIRST CLASS			FIRST CLASS			THIRD CLASS			
417	79	77	67	68	76			78	418	418	68	76	78	418	418	418	
MIXED	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER			PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	
Except Sunday	Saturday and Sunday	Daily	Except Sunday	Except Sunday	Saturday and Sunday			Except Sunday	Daily	Saturday and Sunday	Except Sunday	Daily	Saturday and Sunday	Except Sunday	Except Sunday	Except Sunday	
L 11.35M	L 3.50M	L 6.45M	L 6.25M	A 7.40M	A 11.15M	DN.....TAYLOR'S FALLS YARD.....Y	L 11.35M	L 3.50M	L 6.45M	L 6.25M	A 7.40M	A 11.15M	A 3.45M	A 4.45M	A 4.45M		
11.45	8.55	7.00	6.55	7.55	11.10	D.....TAYLOR'S FALLS.....FA	11.45	8.55	7.00	6.55	7.55	11.10	3.40	4.40	4.40		
11.55M	4.05	7.10	6.45	7.27	11.08	D.....FRANCOSA.....F	11.55M	4.05	7.10	6.45	7.27	11.08	3.31	4.27	4.27		
10.10M	4.12	7.18	6.50	7.18	11.07	D.....SHIFFERS.....SF	10.10M	4.12	7.18	6.50	7.18	11.07	3.25	4.12	4.12		
12.80	4.10	7.27	7.01	7.10	10.47	D.....CENTRE CITY.....CC	12.80	4.10	7.27	7.01	7.10	10.47	3.19	4.10	4.10		
12.45	4.24	7.30	7.07	7.05	10.42	D.....LINDSTROM.....LC	12.45	4.24	7.30	7.07	7.05	10.42	3.15	4.08	4.08		
1.05	4.31	7.35	7.15	7.05	10.37	D.....CHISAGO CITY.....CC	1.05	4.31	7.35	7.15	7.05	10.37	3.09	4.00	4.00		
A 11.20M	A 4.45M	A 7.50M	A 7.80M	L 6.45M	L 10.28M	DN.....WYOSING.....WY	A 11.20M	A 4.45M	A 7.50M	A 7.80M	L 6.45M	L 10.28M	L 2.55M	L 3.10M	L 3.10M		
Except Sunday	Saturday and Sunday	Daily	Except Sunday	Except Sunday	Saturday and Sunday		Except Sunday	Daily	Except Sunday	Except Sunday	Except Sunday	Except Sunday	Except Sunday	Except Sunday			
1.45	0.55	1.05	1.05	0.55	0.20		0.55	0.55	0.20	0.20	0.20	1.25	1.25	1.25			
11.7	22.3	18.9	18.0	22.3	22.8		22.3	22.3	22.8	22.8	22.8	12.0	12.0	12.0			
Time Over Sub-division						Time Over Sub-division						Time Over Sub-division					
Average Speed per Hour						Average Speed per Hour						Average Speed per Hour					

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.

REGISTERING STATIONS—Wyoming and Taylors Falls. Passenger trains will stop on flag at Russell Beach.

WESTWARD						TENTH SUB-DIVISION (CUYUNA NORTHERN RAILWAY)						EASTWARD					
THIRD CLASS			THIRD CLASS			TIME TABLE No. 36-B. May 26, 1912. Succeeding No. 86-A.	STATIONS Telegraph Offices and Calls	THIRD CLASS			THIRD CLASS			THIRD CLASS			
100	100	100	100	100	100			100	100	100	100	100	100	100	100	100	
WAY FRT	WAY FRT	WAY FRT	WAY FRT	WAY FRT	WAY FRT			WAY FRT	WAY FRT	WAY FRT	WAY FRT	WAY FRT	WAY FRT	WAY FRT	WAY FRT	WAY FRT	
Tues., Thurs. and Sat.	Tues., Thurs. and Sat.	Tues., Thurs. and Sat.	Tues., Thurs. and Sat.	Tues., Thurs. and Sat.	Tues., Thurs. and Sat.			Tues., Thurs. and Sat.	Tues., Thurs. and Sat.	Tues., Thurs. and Sat.	Tues., Thurs. and Sat.	Tues., Thurs. and Sat.	Tues., Thurs. and Sat.	Tues., Thurs. and Sat.	Tues., Thurs. and Sat.	Tues., Thurs. and Sat.	
L 10.00M	L 10.00M	L 10.00M	L 10.00M	L 10.00M	L 10.00M	DN.....DEERWOOD.....DO	L 10.00M	L 10.00M	L 10.00M	L 10.00M	L 10.00M	L 10.00M	L 10.00M	L 10.00M	L 10.00M		
10.15	10.15	10.15	10.15	10.15	10.15	D.....ORELANDS.....O	10.15	10.15	10.15	10.15	10.15	10.15	10.15	10.15	10.15		
A 10.30M	A 10.30M	A 10.30M	A 10.30M	A 10.30M	A 10.30M		A 10.30M	A 10.30M	A 10.30M	A 10.30M	A 10.30M	A 10.30M	A 10.30M	A 10.30M			
Except Sunday	Except Sunday	Except Sunday	Except Sunday	Except Sunday	Except Sunday		Daily	Except Sunday	Except Sunday	Except Sunday	Except Sunday	Tues., Thurs. and Sat.	Tues., Thurs. and Sat.	Tues., Thurs. and Sat.			
0.30	0.30	0.30	0.30	0.30	0.30		0.20	0.20	0.25	0.20	0.20	0.30	0.30	0.30			
12.0	12.0	12.0	12.0	12.0	12.0		10.20	10.5	10.5	10.5	10.5	12.0	12.0	12.0			
Time Over Sub-division						Time Over Sub-division						Time Over Sub-division					
Average Speed per Hour						Average Speed per Hour						Average Speed per Hour					

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.

SPECIAL RULES.

- No. 1. Engineman will not be required to consult registers except at initial or starting point. See rule 83A, Book of Rules.
- No. 2. Retainers must be used on grades between Iverson and Central Avenue, Carlton and West Duluth Junction, and other grades where in the judgment of the Engineman 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 Engineman to re-charge and retain maximum air pressure at all points.
- No. 3. Engines backing will not exceed Fifteen (15) miles per hour unless equipped with pilot on rear of tender.
- No. 4. 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.
- No. 5. All Eastward freight trains and light engines approaching Carlton from the West on the Second Sub-division will head in on the North Passing track at Carlton.
- Westward trains, switch crews or Branch trains will not use North Passing track without permission from Dispatcher.
- No. 6. Rule 1297 is modified to the extent that extra trains may be run with the current of traffic without orders provided they secure a clearance, Form "A," from the operator upon entering upon double track. Operators must secure authority from dispatcher before issuing clearance.

COMMERCIAL SPURS.

FIRST SUB-DIVISION	SECOND SUB-DIVISION
Distance from Ashland.	Distance from Duluth.
Bellwood.....40.0 Miles	Zenith Gravel Spur.....30.2 Miles
	Grass Twine Spur.....72.6 "
THIRD SUB-DIVISION	EIGHTH SUB-DIVISION.
Distance from Duluth.	Distance from Rush City.
Power Co. Spur.....17.0 Miles	Rungren's Spur..... 8.0 Miles
Garen Siding .....130.7 "	Clayfield..... 9.2 "
	Anderson's Spur.....15.0 "

DERAIL SWITCHES LAKE SUPERIOR DIVISION.

FIRST SUB-DIVISION.			SECOND SUB-DIVISION.			THIRD SUB-DIVISION.		
Station	Track	Location	Station	Track	Location	Station	Track	Location
Iron River.....	Transfer Track.....	West End.	Sawyer.....	North Passing Track.	East End.	Bald Eagle.....	Wyo Track.....	East End.
Pearson.....	Passing Track.....	West End.	Iverson.....	Passing Track.....	East End.	Garen.....	Siding.....	West End.
Maple.....	Passing Track.....	West End.	Iverson.....	Loading Track.....	East End.	Stacy.....	House Track.....	West End.
Wish.....	Passing Track.....	East End.				Friesland.....	Loading Track.....	West End.
Poplar.....	Passing Track.....	West End.				Scanlon.....	Transfer Track.....	West End.
Wentworth.....	Passing Track.....	East End.				Brownell.....	Passing Track.....	East End.
Washburn.....	Omaha Transfer.....	East End.				Mile Post 17.....	Spur.....	East End.
						Short Line Park.....	Passing Track.....	East End.
						Quarry Track.....	Miller Branch.....	East End.
						Smithville.....	Passing Track.....	East End.

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, 939 Lowry Bldg., St. Paul.
 Dr. C. R. BALL, 914 Lowry Bldg., St. Paul.
 Dr. E. L. MANN, 718 Lowry Bldg., St. Paul.
 Dr. J. A. QUINN, 302 Pittsburg Bldg., St. Paul.
 Dr. F. J. PLONDKE, 435 Lowry Bldg. (s), St. Paul.
 Dr. A. W. WHITNEY, Office 936 Payne Ave., Residence
 673 Burr St., St. Paul.
 Dr. S. M. KIRKWOOD, 1615 Wesley Ave., Hamline.
 Dr. H. H. NEAL, Cor. Snelling and University Ave.
 St. Paul 4th. Street Yard Office (s).
 " Mississippi St. (s).
 " Como Shops (s).
 " Fourth Street Freight Station (s).
 Dr. F. L. BECKLEY, Merriam Park.
 Dr. A. A. LAW, 413 Pillsbury Building, Minneapolis.
 Dr. O. S. CHAPMAN, 1123 4th Ave. So., Minneapolis.
 Dr. I. C. McDONALD, 2201 Marshall St., N. E. Minneapolis.
 E. Minneapolis (s).
 Minneapolis Car Foreman's Office (s).
 Minneapolis Northtown Transfer (s).
 Gloster Shops (s).
 Dr. S. O. FRANCIS, White Bear (s).
 Wyoming (s).

Dr. J. A. Poirier, Forest Lake.
 Dr. C. A. ANDERSON, Rush City (s).
 Dr. E. L. STEPHAN, Hinckley (s).
 Dr. S. SHANNON, Barnum, Minn.
 Dr. O. S. WATKINS, Carlton, Minn. (s).
 Dr. J. G. W. HAVENS Cloquet, Minn.
 Dr. C. S. KNOX, East End, Superior.
 Dr. J. C. ADAMS, Superior, East End Station (s).
 Superior, Freight Station (s).
 Central Avenue (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. J. J. RATCLIFFE, Aitkin, Minn. (s).
 Dr. F. H. ALLEN, Staples (s).
 Dr. C. E. LUM, Oculist and Aurist, Duluth, Minn.
 Dr. J. W. CHAMBERLIN, Oculist, 734 Lowry Bldg., St. Paul.
 Dr. L. A. NELSON, Oculist, 734 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 services of any but an authorized company surgeon be continued at the expense of the Railway Company or of 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.

L. F. NEWTON,
Asst. Superintendent. Trainmaster.

First, Second, Fourth, Fifth and Tenth Sub-divisions. Third, Fourth, Sixth, Seventh, Eighth and Ninth Sub-divisions.

T. B. QUINN,
Trainmaster.

F. E. POTTER,
Chief Dispatcher.

TONNAGE RATING FREIGHT ENGINES.

	CLASS OF ENGINES.									
	C 20		E 3 D 2-3		D 5 and S 10		R & P 3		T	
	50	Cars	65	Cars	70	Cars	75	Cars	80	Cars
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	000	20	---	---
Iron River to Central Ave..	650	13	700	16	800	16	1000	23	---	---
Duluth to Sawyer, 2nd Sub-div.	600	12	700	16	800	18	1000	23	1160	20
Sawyer to Brainerd.....	1000	23	1400	32	1600	30	2000	45	2300	62
Brainerd to Staples.....	1200	28	1800	41	2000	45	2300	52	2600	68
Duluth to Carlton, 3rd Sub-div.	300	7	500	11	600	14	800	18	950	21
Carlton to Hinckley.....	1300	30	1500	34	1700	39	2000	45	2300	62
Hinckley to White Bear....	1400	32	1600	36	2000	45	2300	52	2000	68
East Bound.....	---	---	---	---	---	---	---	---	---	---
Staples to Duluth.....	1350	28	1750	38	2000	42	2200	47	2650	60
Central Ave to Iron River..	450	11	650	15	750	17	950	22	---	---
Iron River to Ashland.....	650	15	810	19	910	21	1160	27	---	---
White Bear to Hinckley....	1300	32	1700	41	1900	40	2200	53	2500	60
Hinckley to Groningen.....	1000	25	1400	31	1450	35	1750	43	2050	60
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.

Westward 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 on 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:

Reducto rating—5% between 30 above and 20 above; 10% between 20 and 10 above zero; 15% between 10 above and 10 below zero; 20% when temperature is in low 10 below zero.

When engines are unable to haul the rating, Engineer 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.

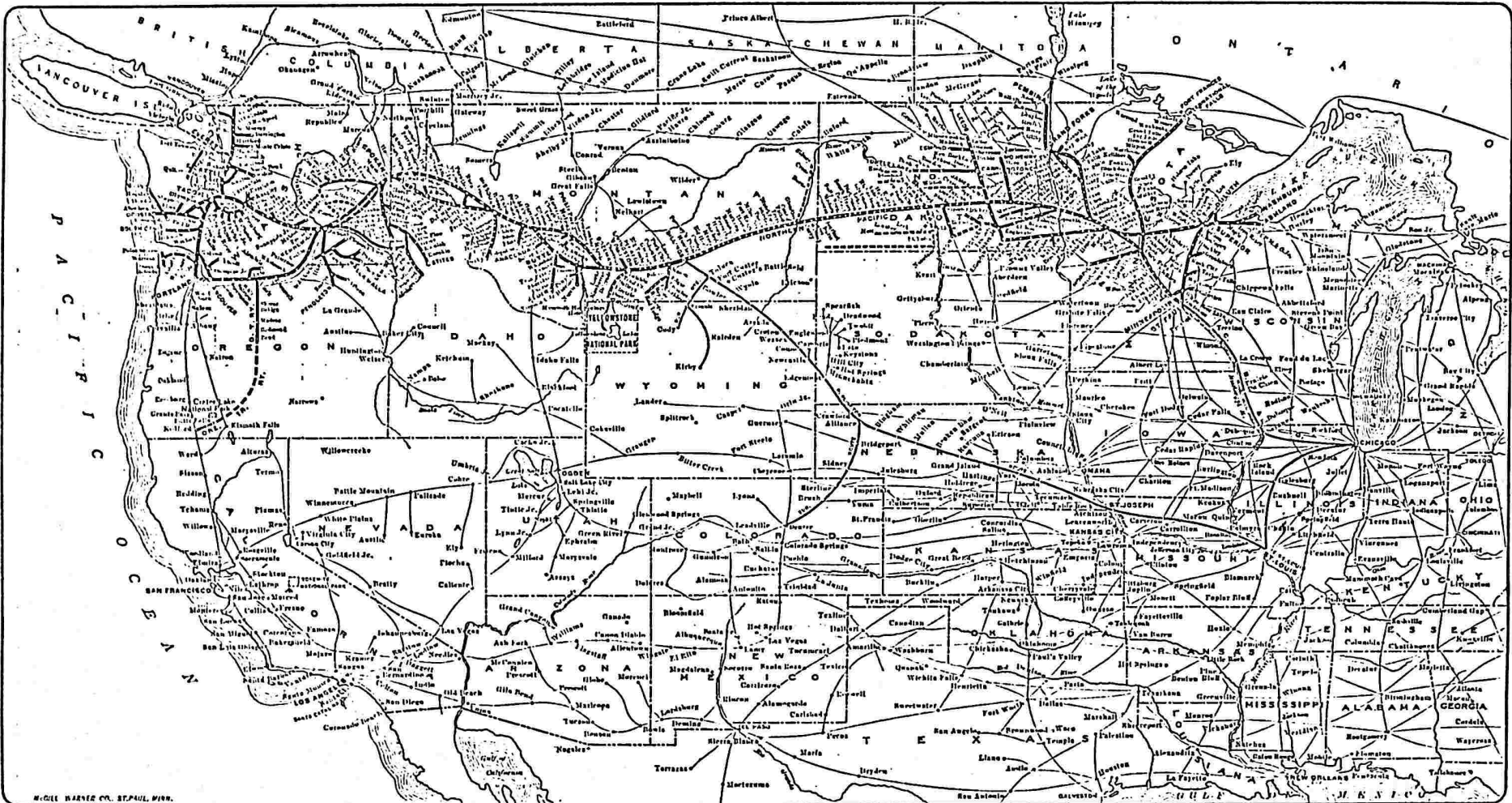
In making up or filling out trains the following rules will be followed as far as practicable:

Build trains of loads or solid trains of empties.

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

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

Helper Districts—Duluth to Sawyer and Duluth to three miles west of Carlton via either the Second or Third Subdivisions.



N O R T H E R N P A C I F I C R A I L W A Y C O M P A N Y

Office of the Division Superintendent.

22

Duluth, Minn., July 20th, 1912.

Bulletin No. 1419.

ALL AGENTS and PASSENGER CONDUCTORS:

First District.

Effective this date passenger trains will stop at Bellwood on flag. The tariff quotes rates to this point and agents will sell tickets for Bellwood until further notice.

A. V. Brown,

Superintendent.

Mr. A. W. Brown,
Superintendent, Duluth.

Your Bulletin No. 1419 received and posted.

Name _____ Date _____ Occupation _____ Station _____

N O R T H E R N P A C I F I C R A I L W A Y C O M P A N Y.
OFFICE OF DIVISION SUPERINTENDENT.
BULLETIN NO. 1407

Duluth, Minn., June 18th, 1912-

24

PASSENGER CONDUCTORS & AGENTS,
FIRST SUB-DIVISION.

Commencing Wednesday, June 19th,
passenger trains on First Sub-Division will stop on
flag to pick up or discharge passengers at a point
one mile west of Cutter, this stop to be known as
"PARKDALE".

PLEASE BE GOVERNED ACCORDINGLY.

A. V. BROWN,

Superintendent.

Mr. A. V. Brown,
Superintendent,
Duluth, Minn.

Dear Sir:-

This will acknowledge receipt of Bulletin No. 1407.

Name _____ Date _____ Station _____ Occupation _____

N O R T H E R N P A C I F I C R A I L W A Y C O M P A N Y.
OFFICE OF DIVISION SUPERINTENDENT.
BULLETIN No. 1451.

Duluth, Minn., September 9th, 1913-

11

TO CONDUCTORS:-

Referring to Bulletin No. 1412 authorizing flag stop on trains 66 and 55 at a point three miles west of Pokegama and two miles east of Walbridge, said stop now being known as Carnegie.

Passenger Department advises that until a new Local Tariff supplement is issued, conductors should collect fares to and from point above mentioned by adding five cents to the Pokegama or Walbridge fare.

KINDLY BE GOVERNED ACCORDINGLY.

A. V. Brown,

Superintendent.

Cy AHC
PHL-18

Mr. A. V. Brown,
Superintendent, Duluth

Your Bulletin No. 1451 received and posted.

Date _____ Station _____ Occupation _____

Signed _____

NORTHERN PACIFIC RAILWAY COMPANY.
OFFICE OF DIVISION SUPERINTENDENT.
BULLETIN No. 1458.

Duluth, Minn., September 14th, 1912-

11

TO TRAIN AND ENGINEERS:-

The new Grassy Point Bridge will be put into operation effective at twelve o'clock noon, Monday, September 16th. Trains 63, 64, 65 and 66 will, after that date and hour, resume operation via this route under the present Duluth and Superior Terminal timetable No. 39.

A. V. BROWN,
Superintendent.

Mr. A. V. Brown,
Superintendent, Duluth

Dear Sir:- Your Bulletin No. 1458 received and posted.

Station _____ Date _____ Occupation _____

(Signed) _____

NORTHERN PACIFIC RAILWAY COMPANY

Office of the Division Superintendent.

Bulletin No. 1429

Duluth, Minn., July 31st, 1912.

11

TRAIN AND ENGINEER:-

The Grassy Point Bridge will be put out of commission at 7:00 A.M., Monday, August 5th, pending the erection of the new draw span.

Trains now using that route will be diverted via the St. Louis Bridge until further notice.

A.V. Brown,

Superintendent.

Mr. A.V. Brown,

Superintendent, Duluth

Your Bulletin No. 1429 received and posted.

Name _____ Date _____ Occupation _____ Station _____

N O R T H E R N P A C I F I C R A I L W A Y C O M P A N Y

Office of the Division Superintendent

Duluth, Minn., July 31st, 1912.

Bulletin No. 1428.

11

TRAIN, ENGINE, and YARDMEN:-

The Grassy Point Bridge will be put out of commission at 7:00 A.M. Monday, August 5th, pending the erection of the new draw span.

Until further advised all trains and switch and transfer crews now using the Grassy Point Line, will be diverted via the St. Louis Bridge. Trains Nos. 53 and 64, 65 and 66 will arrive and depart from Duluth Union Depot and Superior Union Depot on the present schedule.

G. W. Atmore,

Assistant Superintendent.

APPROVED:

A. V. Brown,
Superintendent.

Mr. A. V. Brown,
Superintendent, Duluth.

Your Bulletin No. 1428 received and posted. Date _____

Occupation _____ Name _____ Location _____