

# **NORTHERN PACIFIC RAILWAY COMPANY.**

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**LAKE SUPERIOR DIVISION**

# **TIME 37 TABLE**

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

**SUNDAY, DECEMBER 29th, 1912.**

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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.**

**G. A. GOODELL,**  
General Manager.

**C. L. NICHOLS,**  
General Superintendent.

**P. H. McCAULEY,**  
Superintendent of Transportation.

**A. V. BROWN,**  
Superintendent.

WESTWARD			FIRST SUB-DIVISION (MAIN LINE)										EASTWARD			
THIRD CLASS			FIRST CLASS		Water, Fuel, Scales, Turn Tables and Wyes	Station Numbers	Distance from Ashland	TIME TABLE No. 37 Dec. 29, 1912 Succeeding No. 36-D.		Distance from Duluth	Car Capacity of Sidings	FIRST CLASS		THIRD CLASS		
733	731	729	53	51				STATIONS				52	54	730	732	734
WAY FREIGHT	WAY FREIGHT	WAY FREIGHT	PASSENGER	PASSENGER				Telegraph Offices and Calls				PASSENGER	PASSENGER	WAY FREIGHT	WAY FREIGHT	WAY FREIGHT
Tues., Thurs. and Sat.	Mon., Wed. and Fri.	Mon., Wed. and Fri.	Daily	Daily								Daily	Daily	Mon., Wed. and Fri.	Mon., Wed. and Fri.	Tues., Thurs. and Sat.
L 7.30 AM	L 7.30 AM		L 8.45 PM	L 8.45 AM	WO OT	0	0.0	AD.....ASHLAND.....D	75.5	160	A 6.55 PM	A 11.00 AM		A 6.10 PM	A 1.40 PM	
			s 8.55	s 8.55		5	4.5	.....ASHLAND JUNCTION.....	71.0	None	s 6.44	s 10.48		f 5.50	f 1.20	
			f 4.07	f 9.07		10	10.1	.....MOQUAH.....	65.4	32	f 6.38	f 10.36		f 5.35	f 1.05	
			f 4.19	f 9.19		16	16.2	.....INO.....	59.3	30	f 6.22	f 10.22		f 5.15	f 12.48	
			f 4.32	f 9.32		19	18.2	.....SPIDER.....	57.3		f	f		f 5.10	f 12.40	
			f 4.39	f 9.39		24	23.6	.....TOPSIDE.....	51.9	30	f 6.07	f 10.08		f 4.55	f 12.25	
s 9.05 51-54 10.00	A s 9.05 AM 51	L 10.30 AM	s 4.40 732	s 9.40 731-733-730	YW	28	28.3	RV.....IRON RIVER.....D	47.2	30	s 5.59	s 9.58 733	A 9.20 AM 51	L 4.40 PM 53	s 12.10 PM 11.15 AM	
f 10.15		f 10.45	f 4.48	f 9.48 54		32	32.3	.....MUSKIEG.....	43.2	30	f 5.49	f 9.48 51	f 9.00		f 11.00	
		f 10.55	f 4.54	f 9.54		35	34.0	.....PEARSON.....	40.6	15	f 5.43	f 9.42	f 8.40		f 10.45	
s 10.35 734 10.50		s 11.15	s 4.58	s 9.58		38	36.2	BX.....BRULE.....D	39.3	35	s 5.40	s 9.39	s 8.30		s 10.35 733	
f 11.10		f 11.35	f 5.08	f 10.08 734		41	41.2	.....BLUEBERRY.....	34.3	35	f 5.32	f 9.26	f 8.00		f 10.08 51	
		f 11.55 AM	s 5.15	s 10.15		44	43.9	.....MAPLE.....	31.6	15	s 5.25	s 9.20	f 7.45		f 9.45	
		f 12.05 PM	f 5.20 52	f 10.20		45	45.4	.....WIEHE.....	30.1	26	f 5.20 53	f 9.15 734	f 7.15		f 9.15 54	
		f 12.20	s 5.26	s 10.26	W	48	48.0	.....POPLAR.....	27.5	20	s 5.13	s 9.08	f 7.05		f 8.50	
		f 12.35 PM	s 5.31	s 10.31		50	50.1	.....WENTWORTH.....	25.4	23	s 5.05	s 9.02	f 6.40		f 8.30	
						53	53.3	.....AMNICON FALLS.....	22.2							
		f 12.55	f 5.43	f 10.43		57	56.5	.....CUTLER.....	19.0	23	f 4.50	f 8.50	f 6.15		f 8.05	
						61	61.3	.....ALLOUEZ.....	14.2	70						
A s 12.45 PM	A s 1.15 PM	A s 5.58 PM	A s 10.58 AM	WOY	63	63.3	SP.....EAST END.....D	12.2	500	L 4.35 PM	L 8.35 AM	L 5.45 AM		L 7.45 AM		

WESTWARD			FIFTH SUB-DIVISION (WASHBURN BRANCH)										EASTWARD		
SECOND CLASS			Water, Fuel, Scales, Turn Tables and Wyes	Station Numbers	Distance from Washburn	TIME TABLE No. 37 Dec. 29, 1912 Succeeding No. 36-D.		Distance from Iron River	Car Capacity of Sidings	SECOND CLASS					
415						STATIONS				416					
MIXED						Telegraph Offices and Calls				MIXED					
Mon., Wed. and Fri.										Mon., Wed. and Fri.					
L 2.00 PM	WCY	WD 34	0.0	.....WASHBURN.....	34.0	40	A 11.59 AM								
f 2.15		WD 31	3.5	.....ENGOE.....	20.5		f 11.50								
f 2.35		WD 24	10.0	.....ENDERLINE.....	24.0	28	f 11.32								
f 2.49		WD 20	14.2	.....HEAD QUARTERS.....	19.8	Spur 20	f 11.18								
s 3.09	W	WD 14	20.0	.....LENAWEE.....	14.0	45	s 10.59								
f 3.24		WD 10	24.0	.....CODA.....	10.0	20	f 10.45								
f 3.32		WD 8	25.9	.....SLOW BRIDGE.....	8.1	Spur	f 10.38								
f 3.44		WD 4	29.8	.....BENA.....	4.2	39	f 10.25								
A s 4.00 PM	WY	28	34.0	RV.....IRON RIVER.....D	0.0		L 10.10 AM								
Mon., Wed. and Fri. 2.00				.....Time Over Sub-division.....			Mon., Wed. and Fri. 1.49								
17.0				.....Average Speed Per Hour.....			16.5								

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

REGISTERING STATIONS—Iron River and Washburn.

BULLETIN STATION—Iron River.

Washburn branch trains will wait at Iron River for connections.

There being no telegraph service at Washburn, trains will not require clearance form (A).

BETWEEN EAST END AND DULUTH TRAINS WILL BE GOVERNED BY DULUTH AND SUPERIOR TERMINALS TIME TABLE

WESTWARD		FIRST CLASS		THIRD CLASS		WESTWARD		FIRST CLASS		THIRD CLASS		EASTWARD	
2.30 PM	3.00 PM	6.35 PM	11.40 AM	WCO TY	WB 71	75.5	DU.....DULUTH.....DN	0.0	4.00 PM	8.00 AM	4.00 AM	6.05 AM	
Tues., Thurs. and Sat.	Mon., Wed. and Fri.	Mon., Wed. and Fri.	Daily	Daily					Daily	Daily	Mon., Wed. and Fri.	Mon., Wed. and Fri.	Tues., Thurs. and Sat.
5.15	1.35	2.45	2.13	2.13			.....Time Over Sub-division.....		2.20	2.25	3.35	1.30	5.55
12.0	17.8	12.7	28.5	28.5			.....Average Speed Per Hour.....		27.1	26.2	9.7	18.8	10.7

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

REGISTERING AND BULLETIN STATIONS—Ashland, Iron River and Central Ave.

First subdivision trains will register and receive orders at Central Ave.

STANDARD CLOCK—Duluth.

DERAIL SWITCHES—See page 6.

YARD LIMITS—Ashland, Iron River, Allouez and East End.

The speed of engines and trains must not exceed four (4) miles per hour between East End passenger station and round house.

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

WESTWARD

SECOND SUB-DIVISION (MAIN LINE)

EASTWARD

THIRD CLASS		SECOND CLASS		FIRST CLASS				Water, Fuel, Scales, Turn Tables and Ways	Station Numbers	Distance from Duluth	TIME TABLE No. 37 December 29, 1912. Succeeding No. 36-D. STATIONS Telegraph Offices and Calls.				Distance from Staples	Car Capacity of Sidings	FIRST CLASS				THIRD CLASS	
727	623	625	65	63	57	55	56				58	64	66	624			728					
WAY FREIGHT	FREIGHT	FREIGHT	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER				PASSENGER	PASSENGER	PASSENGER	FREIGHT			WAY FREIGHT					
Except Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily				Daily	Daily	Daily	Daily			Except Sunday					
L 6.30 AM	L 8.00 PM	L 6.00 PM	L 11.10 PM	L 1.55 PM	L 7.30 PM	L 7.50 AM	WCOTY	WB 71	0.0	DU.....DULUTH.....DN	147.5	A 6.40 PM	A 8.15 AM	A 7.25 PM	A 6.30 AM	A 5.10 PM						

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

L 7.50 AM 53	L 9.40 PM	L 7.10 PM 61	L 11.50 PM	L 2.34 PM	L 7.55 PM	L 8.15 AM	WY	67	8.3	AJ.....CENTRAL AVE.....DN G. N. Ry. Crossing. 2.4	139.2	800	A 6.15 PM	A 7.50 AM 727	A 6.45 PM 625	A 5.45 AM	Via 3rd Sub-Div.	A 4.20 PM
f 8.00	9.46	7.15	11.55 PM	2.39	f 8.01	f 8.20		69	10.7	.....POKEGAMA..... 4.6	136.8	42	f 6.09	f 7.44	6.48	5.40		f 4.10
f 8.15	10.05	7.30	12.06 AM	2.45	f 8.13	f 8.30		74	15.3	.....WALBRIDGE..... 3.2	132.2	44	f 5.59	f 7.35	6.37	5.30		f 3.55
f 8.25	10.20	7.42	12.15	2.51	8.22	8.37		78	18.5	.....STATE LINE..... G. N. Ry. Crossing. 1.6	129.0		f 5.52	7.28	6.31	5.24		3.43
f 8.30	10.28	7.50	12.20	2.54	f 8.26	f 8.41		79	20.1	.....BARKER..... 3.0	127.4	42	f 5.49	f 7.25	6.28	5.21		f 3.40
s 9.00 55	10.40	8.05	f 12.28	3.00	s 8.34	s 8.49 727		82	23.1	WQ.....WRENHALL.....DN 4.1	124.4	60	s 5.43	s 7.19	6.23	f 5.14		s 3.30
s 9.25 10.00	11.15	A 8.20 PM 57	A 12.38 AM	A 3.08 PM 728	s 8.49 624 625	s 9.02	WYOC	86	27.2	UN.....CARLTON.....DN Third Sub-division Crossing. 5.1	120.3		s 5.35	s 7.10	L 6.15 PM	L 5.05 AM	A 8.15 PM 57	s 3.08 63 2.10
f 10.20	11.35				f 9.02	f 9.12		91	32.3	.....IVERSON..... 4.8	115.2	41	f 5.21	f 7.00			8.00	f 1.55
s 10.50	11.55 PM				s 9.11	s 9.28	Y	98	37.1	SA.....SAWYER.....D 6.5	110.4	60	s 5.12	s 6.52			7.45	s 1.40
f 11.10	12.10 AM				f 9.26	f 9.34		102	43.6	.....CORONA..... 5.4	103.9	75	f 5.00	f 6.42			7.25	f 1.20
s 11.50 AM	12.25				s 9.38	s 9.45	W	103	49.0	CM.....CROMWELL.....DN 6.0	93.5	75	s 4.50	s 6.32			7.10	s 1.05
s 12.40 PM 723	12.40				s 9.50	s 9.56		114	55.0	WT.....WRIGHT.....D 6.1	92.5	52	s 4.39	s 6.20			6.50	s 12.40 727
s 1.05	12.55				s 10.02	s 10.07		120	61.1	TK.....TAMARACK.....D 4.9	86.4	75	s 4.27	s 6.10			6.30	s 12.20
f 1.25	1.10				f 10.11	f 10.16		125	66.0	.....GRAYLING..... 4.2	81.5	75	f 4.18	f 6.02			6.15	f 12.01 PM
s 1.40 3.25	1.40				s 10.20	s 10.27	YWO	129	70.2	MG.....MC GREGOR.....DN M. St. P. & S. Sta. M. Crossing. 4.8	77.3	E 75 75	s 4.10	s 5.54			6.00	s 11.45 AM
f 2.40	1.55				f 10.30	f 10.35		133	75.0	.....UDE..... 4.1	72.5	75	f 4.00	f 5.43			5.15	f 11.00
s 3.10	2.08				f 10.39	s 10.43 723		138	79.1	K.....KIMBERLY.....D 5.8	63.4	45	s 3.52	f 5.36			5.00	s 10.43 55
f 3.41 56	2.25				f 10.51	f 10.53		144	84.9	.....ROSSBURG..... 6.1	62.6	74	f 3.41 727	f 5.26			4.45	f 10.15
s 4.00 4.45 624	2.55				s 11.05	s 11.07	W	150	91.0	KN.....AITKIN.....DN 4.7	56.5	E 74 76	s 3.30	s 5.16			4.20 727	s 9.50 8.50
f 5.05	3.15				f 11.16	f 11.15		155	95.7	.....CEDAR LAKE..... 5.7	51.8	74	f 3.19	f 5.05			4.00	f 8.35
s 5.45	3.45				s 11.31	s 11.27		160	101.4	DO.....DEERWOOD.....DN 4.5	46.1	80	s 3.09	s 4.56			3.45	s 8.15
f 6.00	4.05				f 11.43	f 11.36	W	165	105.9	.....KLONDYKE..... 5.0	41.6	74	f 2.59	f 4.46			3.30	f 7.35
f 6.20	4.36 63				f 11.53 PM	f 11.46		170	110.9	.....LOERCH..... 7.2	36.6	74	f 2.49	f 4.36 623			3.05	f 7.20
A 6.45 PM	5.00 5.30				s 12.08 AM 12.20	s 11.58 AM 12.05 PM	WCOTY	177	118.1	B.....BRAINERD.....DN 4.4	29.4	E 65	s 2.35 624 2.25	s 4.20 4.15			2.40 56 2.00	L 7.00 AM
	5.48				f 12.28	f 12.13		181	122.5	.....BAXTER..... 5.8	25.0	74	f 2.17	f 4.08			1.45	
	6.05				f 12.38	f 12.23		187	123.3	.....SYLVAN..... 3.3	19.2	65	f 2.08	f 3.59			1.25	
	6.20				f 12.45	s 12.30		191	131.6	PD.....PILLAGER.....D 5.0	15.9	74	s 2.03	f 3.54			1.15	
	6.40				f 12.54	f 12.39		196	136.6	.....WHEELLOCK..... 3.7	10.9	60	f 1.64	f 3.47			1.00	
	6.55				s 1.02	s 12.47 624	W	199	140.3	MO.....MOTLEY.....DN 4.2	7.2	E 70 74	s 1.48	s 3.42			12.47 55	
	7.12				f 1.09	f 12.54		203	144.5	.....HAYDEN..... 3.0	3.0	75	f 1.40	f 3.35			12.20	
	A 7.30 AM				A 1.15 AM	A 1.00 PM	WCOTY	207	147.5	SO.....STAPLES.....DN	0.0		L 1.35 PM	L 3.30 AM			L 12.05 PM	
Except Sunday	Daily	Daily	Daily	Daily	Daily	Daily							Daily	Daily	Daily	Daily	Daily	Except Sunday
10.55	9.50	1.10	0.48	0.34	5.20	4.45				Time Over Sub-division.			4.40	4.20	0.33	0.40	8.10	9.20
10.0	14.1	16.0	23.6	33.3	26.1	29.3				Average Speed per Hour.			29.8	32.1	33.4	28.3	14.8	11.7

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

REGISTERING STATIONS—Central Ave., Carlton, Brainerd and Staples.  
 BULLETIN STATIONS—Central Ave., Carlton, Brainerd and Staples Passenger Depot.  
 No. 63 and 64 will register at Central Ave. by ticket.  
 STANDARD LOCKS—Duluth, Carlton and at Staples Passenger Depot.  
 DERAIL SWITCHES—See page 6.  
 YARD LIMITS—Central Avenue, Carlton, McGregor, Aitkin, 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. 8.  
 No. 56 will wait at Staples for No. 6.  
 Between Carlton and Brainerd Nos. 727 and 728 are permitted to carry adult male passengers, when 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 State 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)

Table with columns for Third Class (725, 723, 721), Second Class (627, 625), and First Class (61, 63, 65, 67, 69, 71, 79). Includes 'TIME TABLE No. 37. DECEMBER 29, 1912. Succeeding No. 36-D. STATIONS' and 'Distance from Minneapolis'.

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

Main time table grid with columns for stations (e.g., WEST DULUTH JCT, SMITHVILLE, SHORT LINE PARK, BROWNELL, THOMSON, CARLTON, OTTER CREEK, MAHTOWA, BARNUM, MOOSE LAKE, STURGEON LAKE, WILLOW RIVER, RUTLEDGE, FINLAYSON, GRONINGEN, FRIESLAND, HINCKLEY, MISSION CREEK, BEROUN, PINE CITY, ROCK CREEK, RUSH CITY, HARRIS, NORTH BRANCH, STACY, WYOMING, FOREST LAKE, HUGO, BALD EAGLE, WHITE BEAR, ST. PAUL, MINNEAPOLIS) and corresponding arrival/departure times.

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

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 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, Duluth.

DERAIL 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. 64 will take siding at Beroun for No. 63. Nos. 723 and 724 between Carlton and Hinckley, Nos. 725 and 726 between Wyoming and Taylor Falls and Nos. 721 and 722 between Hinckley and Rush 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.

THIRD SUB-DIVISION (MAIN LINE)

EASTWARD

Table with columns for First Class (78-62), 2nd Class (628), and Third Class (624-726). Includes station names, times, and distances. A large section is labeled 'BETWEEN WEST DULUTH JCT. AND DULUTH TRAINS WILL BE GOVERNED BY DULUTH AND SUPERIOR TERMINALS TIME TABLE'.

This Train runs Sunday 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. Double track switch at West Duluth Junction will be kept set for eastward track. 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 Grassy Point Line or to Fond du Lac branch.

Maximum speed of passenger trains is one minute or sixty seconds per mile. This limit must never be exceeded. Third subdivision main line trains will register and receive clearance and orders 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. 55. See foot notes on page 3.

No. 72 will take siding for No. 61. No. 64 will take siding at Beroun for No. 63. Nos. 69 and 70 lose both right and schedule when 30 minutes or more late. Nos. 63 and 64 will register at Wyoming by ticket.

WESTWARD						SIXTH SUB-DIVISION (CLOQUET BRANCH)					EASTWARD					
SECOND CLASS			FIRST CLASS			TIME TABLE No. 37. December 29, 1912. Succeeding No. 36-D.	STATIONS					FIRST CLASS			SECOND CLASS	
425	423	421	73	71	75		Telegraph Offices and Calls					72	74	422	424	426
MIXED	MIXED	MIXED	PASSENGER	PASSENGER	PASSENGER							PASSENGER	PASSENGER	MIXED	MIXED	MIXED
Except Sunday	Except Sunday	Except Sunday	Sunday only	Daily	Except Sunday							Daily	Except Sunday	Except Sunday	Except Sunday	Daily
L 8.15 PM	L 10.00 AM	L 6.40 AM	L 7.45 AM	L 6.15 PM	L 1.35 PM	W C O Y	80	0.0	DN.....CARLTON.....UN	3.1	5.8	A 8.50 AM	A 2.40 PM	A 12.35 PM	A 5.10 PM	A 7.00 PM
s 8.30	s 10.15	s 7.00	s 7.57	s 6.37	s 1.37	LC 4	3.1	D.....SCANLON.....SN	2.7	2.7	s 8.38	s 2.28	s 12.10	s 4.58	s 6.47	
A 8.45 PM	A 10.30 AM	A 7.30 AM	A 8.05 AM	A 6.35 PM	A 1.45 PM	WO 7	5.8	D.....CLOQUET.....CQ	0.0	0.0	L 8.30 AM	L 2.20 PM	L 12.00 M	L 4.50 PM	L 6.40 PM	
Except Sunday	Except Sunday	Except Sunday	Sunday only	Daily	Except Sunday						Daily	Except Sunday	Except Sunday	Except Sunday	Daily	
0.30	0.30	0.50	0.20	0.20	0.20	Time Over Sub-division					0.20	0.20	0.25	0.20	0.20	
11.6	11.0	7.8	17.4	17.4	17.4	Average Speed per Hour					17.4	17.4	13.0	17.4	17.4	

WESTWARD			SEVENTH SUB-DIVISION (MILLER BRANCH)					EASTWARD				
THIRD CLASS			TIME TABLE No. 37. December 29, 1912. Succeeding No. 36-D.					THIRD CLASS				
735			STATIONS					736				
WAY FRT			Telegraph Offices and Calls					WAY FRT				
Tues., Thur. and Sat.								Tues., Thur. and Sat.				
L 10.00 AM	L 735	L 72	0.0	.....	QUARRY.....	1.3	4.3	A 9.55 AM	A 735	A 736		
f 10.15	L 69	1.3	GOVERNMENT ROAD CROSSING	3.0	f 9.40							
A 10.30 AM	WY 106	4.3	DN.....GRONINGEN.....MR	0.0	L 9.25 AM							
Except Sunday	Except Sunday	Except Sunday	Sunday only	Daily	Except Sunday	Time Over Sub-division					0.30	
0.30	Average Speed per Hour					12.0	Average Speed per Hour					12.0

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

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

REGISTERING STATIONS—Carlton and Cloquet.  
BULLETIN STATION AND STANDARD CLOCK—Carlton.  
SPECIAL RULE GOVERNING TRAINS ON CLOQUET BRANCH—No. 75 has right over No. 74, Carlton to Cloquet.

Trains must not exceed speed of twelve (12) miles per Hour over this Sub-division.

WESTWARD			EIGHTH SUB-DIVISION (GRANTSBURG BRANCH)					EASTWARD		
SECOND CLASS			TIME TABLE No. 37. December 29, 1912. Succeeding No. 36-D.					SECOND CLASS		
419			STATIONS					420		
MIXED			Telegraph Offices and Calls					MIXED		
Except Sunday								Except Sunday		
L 12.01 PM	L 17	0.0	DN.....GRANTSBURG.....G	0.5	17.0	40	A 11.25 AM			
f 12.14	LE 11	0.5	.....Linds Spur.....	3.8	10.5	18	s 11.05			
s 12.21	LE 7	10.3	.....BENSON.....	1.7	0.7	18	s 10.58			
s 12.30	LE 5	12.0	.....ST. CROIX RIVER.....	5.0	5.0	0	s 10.53			
A 12.52 PM	WY O	L 99	DN.....RUSH CITY.....RC	0.0	120	120	L 10.40 AM			
Except Sunday						Except Sunday				
0.31	Time Over Sub-division					0.45				
18.4	Average Speed per Hour					22.6				

WESTWARD			NINTH SUB-DIVISION (TAYLORS FALL BRANCH)					EASTWARD					
THIRD CLASS			TIME TABLE No. 37. December 29, 1912. Succeeding No. 36-D.					FIRST CLASS			THIRD CLASS		
725			STATIONS					68			726		
WAY FRT			Telegraph Offices and Calls					PASSENGER			WAY FRT		
Except Sunday								Except Sunday			Except Sunday		
L 3.10 PM	L 725	L 20	0.0	.....TAYLOR'S FALLS YARD....	0.5	20.5	A 7.40 PM	A 10.55 AM	A 3.45 PM	A 725			
s 8.15	s 8.55	s 12.15	s 6.35	LF 21	0.5	D.....TAYLOR'S FALLS....FA	3.0	20.0	10	s 7.35	s 10.50	s 3.40	s 2.55
s 8.31	f 4.05	f 12.28	f 6.45	LF 17	3.5	.....FRANCONIA.....	3.0	17.0	30	f 7.27	f 10.40	f 8.31	f 2.42
s 8.42	s 4.12	s 12.37	s 6.58	LF 14	6.5	.....SHAFERS.....SF	3.3	14.0	22	s 7.18	s 10.31	s 8.25	s 2.30
s 4.00	s 4.19	s 12.45	s 7.01	LF 10	9.8	.....CENTRE CITY.....CN	1.7	10.7	14	s 7.10	s 10.23	s 8.19	s 2.15
s 4.15	s 4.24	s 12.51	s 7.07	LF 9	11.5	.....LINDSTROM.....MC	2.5	9.0	50	s 7.05	s 10.17	s 8.15	s 2.05
s 4.31	s 4.31	s 1.00	s 7.15	LF 6	14.0	.....CHISAGO CITY.....GO	6.5	6.5	42	s 6.59	s 10.10	s 8.09	s 1.50
A 4.50 PM	A 4.45 PM	A 1.15 PM	A 7.30 AM	WY L 123	20.5	DN.....WYOMING.....WI	0.0	120	120	L 6.45 PM	L 9.55 AM	L 2.55 PM	L 1.30 PM
Except Sunday	Sunday Only	Except Sunday	Except Sunday						Except Sunday	Except Sunday	Sunday Only	Except Sunday	
1.40	0.55	1.05	1.05	Time Over Sub-division					0.55	1.00	0.50	1.30	
12.3	22.3	18.9	18.9	Average Speed per Hour					22.3	20.5	22.8	13.6	

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

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.

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

WESTWARD			TENTH SUB-DIVISION (CUYUNA NORTHERN RAILWAY)					EASTWARD		
TIME TABLE No. 37. December 29, 1912. Succeeding No. 36-D.			STATIONS							
Telegraph Offices and Calls										
160	0.0	DN.....DEERWOOD.....DO	3.8							
LJ4	3.8	.....ORELANDS.....	0.0							
Time Over Sub-division										
Average Speed per Hour										

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

WESTWARD			ELEVENTH SUB-DIVISION (CUYUNA NORTHERN RAILWAY)					EASTWARD		
TIME TABLE No. 37. December 29, 1912. Succeeding No. 36-D.			STATIONS							
Telegraph Offices and Calls										
160	0.0	DN.....DEERWOOD.....DO	3.6							
LK 4	3.6	.....IRONTON.....	1.5							
LK 5	5.1	.....END OF TRACK.....	0.0							
Time Over Sub-division										
Average Speed per Hour										

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

### COMMERCIAL SPURS.

FIRST SUB-DIVISION		SECOND SUB-DIVISION	
Distance from Ashland.		Distance from Duluth	
Bellwood.....	40.0 Miles	Carnegie Spur.....	13.1 Miles
Fox Spur.....	43.3 "	Zenith Gravel Spur.....	30.2 "
		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.....	Wye Track.....	East End.
Pearson.....	Passing Track.....	West End.	Iverson.....	Passing Track.....	East End.	Garen.....	Siding.....	West End.
Maple.....	Passing Track.....	West End.		Loading Track.....	East End.	Stacy.....	House Track.....	West End.
Wieho.....	Passing Track.....	East End.				Friesland.....	Loading Track.....	West End.
Poplar.....	Passing Track.....	West End.				Brownell.....	Passing Track.....	East End.
Wentworth.....	Passing Track.....	East End.				Mile Post 17.....	Spur.....	East End.
						Short Line Park..	Passing Track.....	East End.
						Smithville.....	Passing Track.....	East End.
FIFTH SUB-DIVISION.			TENTH SUB-DIVISION.			SIXTH SUB-DIVISION.		
Washburn.....	Omaha Transfer....	East End.	Ore Lands.....	All Tracks.....	East End.	Scanlon.....	Transfer Track.....	West End.
						SEVENTH SUB-DIVISION.		
						Quarry Track....	Miller Branch.....	East End.

### Authorized Surgeons—Lake Superior Division

#### LOCATION OF STRETCHERS (S)

- |  |   |
|--|---|
| DR. W. COURTNEY, Chief Surgeon, Brainerd Hospital.   | DR. J. A. POIRIER, Forest Lake.   |
| DR. A. W. IDE, Asst. Surgeon, Brainerd Hospital (s).<br>Brainerd Shops (s).  | DR. C. A. ANDERSON, Rush City (s).  |
| DR. P. A. HOFF, 939 Lowry Bldg., St. Paul.   | DR. P. BAKKE, Grantsburg.   |
| DR. C. R. BALL, 944 Lowry Bldg., St. Paul.   | DR. E. L. STEPHAN, Hinckley (s).  |
| DR. E. L. MANN, 718 Lowry Bldg., St. Paul.   | DR. S. SHANNON, Barnum, Minn.   |
| DR. J. A. QUINN, 302 Pittsburg Bldg., St. Paul.  | DR. O. S. WATKINS, Carlton, Minn. (s).  |
| DR. F. J. PLONDKE, 435 Lowry Bldg. (s), St. Paul.  | DR. J. G. W. HAVENS Cloquet, Minn.  |
| DR. A. W. WHITNEY, Office 936 Payne Ave., Residence<br>673 Burr St., St. Paul.   | DR. C. S. KNOX, East End, Superior.   |
| DR. S. M. KIRKWOOD, 1615 Wesley Ave., Hamline.   | DR. J. C. ADAMS, Superior, East End Station (s).<br>Superior, Freight Station (s).<br>Central Avenue (s).   |
| DR. H. H. NEAL, Cor. Snelling and University Ave.<br>St. Paul 4th. Street Yard Office (s).<br>" Mississippi St. (s).<br>" Como Shops (s).<br>" Fourth Street Freight Station (s).      | DR. W. H. MAGIE, Duluth.  |
| DR. F. L. BECKLEY, Merriam Park.   | DR. A. J. BRADEN, Duluth.   |
| DR. A. A. LAW, 413 Pillsbury Building, Minneapolis.  | DR. T. J. JENSEN, 405 Central Av., West Duluth.<br>(Emergency cases only.)<br>Duluth yard office at Rice's Point (s).<br>Duluth Union Depot (s).<br>Tool Car, Duluth (s).<br>West Duluth (s). |
| DR. O. S. CHAPMAN, 1123 4th Ave. So., Minneapolis.   | DR. M. S. HOSMER, Ashland, Wis. (s).  |
| DR. I. C. McDONALD, 2201 Marshall St., N. E. Minneapolis.<br>E. Minneapolis (s).<br>Minneapolis Car Foreman's Office (s).<br>Minneapolis Northtown Transfer (s).<br>Gloster Shops (s). | DR. T. R. SPEARS, Washburn, Wis.  |
| DR. S. O. FRANCIS, White Bear (s).<br>Wyoming (s).   | DR. F. G. JOHNSON, 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 service 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.

### TONNAGE RATING FREIGHT ENGINES.

	CLASS OF ENGINES.									
	C 20		E 3 D 2-3		D 5 and S 10		R & P 3		T	
	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars
Maximum Train Limit. ....	50	Cars	65	Cars	70	Cars	80	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	900	20	---	---
Iron River to Central Ave. .	550	13	700	16	800	18	1000	23	---	---
Duluth to Sawyer, 2nd Sub-div.	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	58
Duluth to Carlton, 3rd Sub-div.	300	7	500	11	600	14	800	18	950	21
Carlton to Hinckley.....	1800	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	950	22	---	---
Iron River to Ashland.....	650	15	840	19	940	21	1150	27	---	---
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.

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 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—5% between 30 above and 20 above; 10% between 20 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, Engineman 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 Engineman 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:  
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.

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

**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 recharge 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 Subdivision 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 D97 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.

**G. W. ATMORE,**  
Asst. Superintendent.

**L. F. NEWTON,**  
Trainmaster.  
First, Second, Fourth, Fifth, Tenth and Eleventh Sub-divisions.

**T. B. QUINN,**  
Trainmaster.  
Third, Fourth, Sixth, Seventh, Eighth and Ninth Sub-divisions.

**F. E. POTTER,**  
Chief Dispatcher.



