

NORTHERN PACIFIC RAILWAY COMPANY.

LAKE SUPERIOR DIVISION

TIME 38B TABLE

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

MONDAY, SEPTEMBER 22, 1913.

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

WESTWARD

FIFTH SUB-DIVISION
(WASHBURN BRANCH)

EASTWARD

THIRD CLASS			FIRST CLASS		Water, Fuel, Scales, Turn Tables and Wyes	Station Numbers	Distance from Ashland	TIME TABLE No. 38B SEPTEMBER 22, 1913. Succeeding No. 38A.			Distance from Duluth	Car Capacity of Sidings	FIRST CLASS		THIRD CLASS			SECOND CLASS		TIME TABLE No. 38B. SEPTEMBER 22, 1913. Succeeding No. 38A.			Distance from Iron River	Car Capacity of Sidings	SECOND CLASS	
733	731	729	53	51				STATIONS	52	54			730	732	734	415	416									
WAY FREIGHT	WAY FREIGHT	WAY FREIGHT	PASSENGER	PASSENGER	Telegraph Offices and Calls	PASSENGER	PASSENGER	WAY FREIGHT	WAY FREIGHT	WAY FREIGHT	MIXED	MIXED														
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.	Mon., Wed. and Fri.	Mon., Wed. and Fri.														
L 7.30 AM	L 7.30 AM		L 4.00 PM	L 3.45 AM	WC OT	0	0.0	AD.....ASHLAND.....D	75.5	150	A 6.55 PM	A 11.00 AM	A 6.05 PM	A 1.40 PM	L 2.00 PM	WGY	WD 34	0.0	.....WASHBURN.....	34.0	40	A 11.59 AM			
f 7.45	f 7.45		s 4.10	s 8.55		5	4.5	.....ASHLAND JUNCTION.....	71.0	None	s 6.43	s 10.48	f 5.45	f 1.20	f 2.15		WD 31	3.5	.....ENGOE.....	20.5		f 11.50		
f 8.05	f 8.05		f 4.22	f 9.07		10	10.1	.....MOQUAH.....	65.4	32	f 6.81	f 10.36	f 5.30	f 1.05	f 2.35		WD 24	10.0	.....ENDERLINE.....	24.0	23	f 11.32		
f 8.35	f 8.35		f 4.34	f 9.19		16	16.2	.....INO.....	59.3	30	f 6.19	f 10.28	f 5.11	f 12.48	f 2.49		WD 20	14.2	.....HEAD QUARTERS.....	10.8	Spur 20	f 11.18		
f 8.55	f 8.55		f 4.48	f 9.32		19	18.2	.....SPIDER.....	57.3		f 6.04	f 10.08	f 4.48	f 12.25	s 3.09	W	WD 14	20.0	.....LENAWEE.....	14.0	45	s 10.59		
f 9.05	f 9.05		f 4.57	f 9.40		24	23.6	.....TOPSIDE.....	51.9	30	s 5.55	s 9.53	A 9.20 AM	L 4.25 PM	f 3.24		WD 10	24.0	.....CODA.....	10.0	30	f 10.45		
s 9.05	A 9.05	L 10.30 AM	s 4.57	s 9.40	YW	28	28.3	RV.....IRON RIVER.....D	47.2	30	f 5.44	f 9.43	f 9.00		f 3.32		WD 8	25.9	.....SLOW BRIDGE.....	8.1	Spur	f 10.38			
f 10.15		f 10.45	f 5.05	f 9.48		32	32.3	.....MUSKEG.....	43.2	30	f 5.38	f 9.42	f 8.40		f 3.44		WD 4	29.8	.....BENA.....	4.2	39	f 10.25		
f 10.35		f 10.55	f 5.10	f 9.54		35	34.9	.....PEARSON.....	40.6	15	s 5.35	s 9.39	s 8.30		A 4.00 PM	WY	28	34.0	RV.....IRON RIVER.....D	0.0		L 10.10 AM			
s 10.35	734	s 11.15	s 5.14	s 9.58		36	36.2	BX.....BRULE.....D	39.3	35	f 5.26	f 9.26	f 8.00		Mon., Wed. and Fri.								Mon., Wed. and Fri.			
f 11.10		f 11.35	f 5.26	f 10.08		41	41.2	.....BLUEBERRY.....	34.3	35	f 5.16	f 9.15	f 7.15		2.00				.....Time Over Sub-division.....				1.49	
f 11.25		f 11.55 AM	s 5.33	s 10.15		44	43.9	.....MAPLE.....	31.6	15	s 5.20	s 9.20	f 7.45		17.0				.....Average Speed Per Hour.....				18.5	
f 11.35		f 12.05 PM	f 5.36	f 10.20		45	45.4	.....WIENE.....	30.1	26	s 5.10	s 9.08	f 7.05												
f 11.50 AM		f 12.30	s 5.42	s 10.26	W	48	48.0	.....POPLAR.....	27.5	20	s 5.04	s 9.02	f 6.40												
f 12.05 PM		f 12.35	s 5.47	s 10.31		50	50.1	.....WENTWORTH.....	25.4	23															
						53	53.3	.....AMNICON FALLS.....	22.2																
f 12.25		f 12.55	f 5.58	f 10.48		57	56.5	.....CUTTER.....	19.0	23	f 4.50	f 8.50	f 6.15												
						61	61.3	.....ALLOUEZ.....	14.2	70															
A 12.45 PM		A 1.15 PM	A 6.18 PM	A 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													

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

A 2.30 PM	A 3.00 PM	A 6.50 PM	A 11.40 AM	WCO TY	WB 71	75.5	DU.....DULUTH.....DN	0.0	L 4.00 PM	L 8.00 PM	L 4.00 AM	L 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.

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).

WESTWARD

SECOND SUB-DIVISION (MAIN LINE)

EASTWARD

Table with columns for Third Class, Second Class, First Class, and Third Class. Includes sub-headers for 727, 623, 625, 65, 63, 49, 59, 57, 55, 56, 58, 60, 50, 64, 66, 624, 728. Includes 'TIME TABLE No. 38-B' and 'STATIONS'.

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

Main time table grid with columns for time, station names (e.g., POKEGAMA, WALBRIDGE, STATE LINE, BARKER, WRENTHALL, CARLTON, IVERSON, SAWYER, CORONA, CROMWELL, WRIGHT, TAMARACK, GRAYLING, MC GREGOR, UDE, KIMBERLY, ROSSBURG, AITKIN, CEDAR LAKE, DEERWOOD, KLONDYKE, LOERCH, BRAINERD, BAXTER, SYLVAN, PILLAGER, WHEELLOCK, MOTLEY, HAYDEN, STAPLES), distance from Duluth, and car capacity.

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

REGISTERING STATIONS—Central Ave., Carlton, Brainerd, Staples and Aitkin for trains terminating there. BULLETIN STATIONS—Central Ave., Carlton, Brainerd and Staples Passenger Depot and yard office.

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. 6. No. 60 will wait at Staples for No. 4.

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.

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. 38-B. SEPTEMBER 22, 1913. Succeeding No. 38-A. STATIONS' and 'Distance from Duluth'.

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, ATKINSON, 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 arrival/departure times.

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

This Train runs Saturday and 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. Nos. 67 and 68 will stop on flag for passengers at Garen Siding. See footnotes on page 4.

No. 64 will take siding at Beroun for No. 63. Nos. 723 and 724 between Carlton and Hinckley, 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 Class (First Class, 2nd Class, Third Class), Station, and Time. Includes 'TIME TABLE No. 38-B' and 'STATIONS'.

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

Main schedule table with columns for Station, Time, and Class. Includes vertical text: 'This Train runs Saturday and Sunday Only.' and '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.

WESTWARD SIXTH SUB-DIVISION (CLOQUET BRANCH) EASTWARD WESTWARD SEVENTH SUB-DIVISION (MILLER BRANCH) EASTWARD. Includes time tables for 425, 423, 421, 73, 71, 75 and 736, with stations and schedule details.

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 WESTWARD NINTH SUB-DIVISION (TAYLORS FALL BRANCH) EASTWARD. Includes time tables for 419, 420, 725, 79, 77, 67, 68, 76, 78, 726, with stations and schedule details.

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 Westward '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. 38-B. SEPT. 22, 1913. Includes stations DEERWOOD and ORELANDS.

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. 38-B. SEPT. 22, 1913. Includes stations DEERWOOD, IRONTON, and END OF TRACK.

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION. SPECIAL RULE GOVERNING TRAINS ON ELEVENTH SUB-DIVISION—No. 49 has right over No. 50, Deerwood to Ironton.

COMMERCIAL SPURS.

FIRST SUB-DIVISION	SECOND SUB-DIVISION
Distance from Ashland.	Distance from Duluth
Ledine Spur.....14.8 Miles	Carnegie Spur.....13.1 Miles
Bellwood.....40.0 "	Zenith Gravel Spur.....30.2 "
Fox Spur.....43.3 "	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 Siding.....	East End.	Bald Eagle.....	Wye Track.....	East End.
Pearson.....	Siding.....	West End.	Iverson.....	Siding.....	East End.	Garen.....	Siding.....	West End.
Maple.....	Siding.....	West End.		Loading Track.....	East End.	Stacy.....	House Track.....	West End.
Wiehe.....	Siding.....	East End.				Friesland.....	Loading Track.....	West End.
Poplar.....	Siding.....	West End.				Brownell.....	Siding.....	East End.
Wentworth.....	Siding.....	East End.				Mile Post 17.....	Spur.....	East End.
						Short Line Park.....	Siding.....	East End.
						Smithville.....	Siding.....	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. C. A. ANDERSON, Rush City (s). |
| DR. A. W. IDE, Asst. Surgeon, Brainerd Hospital (s). | DR. P. BAKKE, Grantsburg. |
| Brainerd Shops (s). | DR. E. L. STEPHAN, Hinckley (s). |
| DR. P. A. HOFF, 939 Lowry Bldg., St. Paul. | DR. S. SHANNON, Barnum, Minn. |
| DR. C. R. BALL, 944 Lowry Bldg., St. Paul. | DR. O. S. WATKINS, Carlton, Minn. (s). |
| DR. E. L. MANN, 718 Lowry Bldg., St. Paul. | DR. J. G. W. HAVENS Cloquet, Minn. |
| DR. J. A. QUINN, 302 Pittsburg Bldg., St. Paul. | DR. C. S. KNOX, East End, Superior. |
| DR. F. J. PLONDKE, 435 Lowry Bldg. (s), St. Paul. | DR. J. C. ADAMS, Superior, East End Station (s). |
| DR. A. W. WHITNEY, Office 936 Payne Ave., Residence | Superior, Freight Station (s). |
| 673 Burr St., St. Paul. | Central Avenue (s). |
| DR. S. M. KIRKWOOD, 1615 Wesley Ave., Hamline. | DR. ROOD TAYLOR, Rooms 212-213 Lyceum Bldg., Duluth. |
| DR. H. H. NEAL, Cor. Snelling and University Ave. | DR. A. J. BRADEN, Fidelity Bldg., Duluth. |
| St. Paul 4th. Street Yard Office (s). | DR. C. L. HANEY, Sloan Bldg., Duluth. |
| " Mississippi St. (s). | DR. T. J. JENSEN, 405 Central Av., West Duluth. |
| " Como Shops (s). | (Emergency cases only.) |
| " Fourth Street Freight Station (s). | Duluth yard office at Rice's Point (s). |
| DR. F. L. BECKLEY, Merriam Park. | Duluth Union Depot (s). |
| DR. A. A. LAW, 413 Pillsbury Building, Minneapolis. | Tool Car, Duluth (s). |
| DR. O. S. CHAPMAN, 1123 4th Ave. So., Minneapolis. | West Duluth (s). |
| DR. I. C. McDONALD, 2201 Marshall St., N. E. Minneapolis. | DR. M. S. HOSMER, Ashland, Wis. (s). |
| E. Minneapolis (s). | DR. T. R. SPEARS, Washburn, Wis. |
| Minneapolis Car Foreman's Office (s). | DR. F. G. JOHNSON, Iron River. |
| Minneapolis Northtown Transfer (s). | DR. J. J. RATCLIFFE, Aitkin, Minn. (s). |
| Gloster Shops (s). | DR. F. H. ALLEN, Staples (s). |
| DR. S. O. FRANCIS, White Bear (s). | DR. C. E. LUM, Oculist and Aurist, Duluth, Minn. |
| Wyoming (s). | DR. J. W. CHAMBERLIN, Oculist, 734 Lowry Bldg., St. Paul. |
| DR. J. A. Poirier, Forest Lake. | DR. L. A. NELSON, Oculist, 734 Lowry Bldg., St. Paul. |

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
Westward.										
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.....	1300	30	1500	34	1700	39	2000	45	2300	52
Hinckley to White Bear....	1400	32	1600	36	2000	45	2300	52	2600	58
Eastward.										
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

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.

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 Siding at Carlton.
- Westward trains, switch crews or Branch trains will not use North Siding 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.
- The following amendments have been made to Automatic Block Signal Rule No. 504, Book of Transportation Rules.
- 504-C.** When a train is stopped by a Block Signal having two lights (called the home signal) on single track, Automatic Block Signal territory, it may proceed when the signal is cleared, or if not immediately cleared, it may proceed under caution after obtaining authority from the Train Dispatcher, or if unable to communicate with the Train Dispatcher, the train may proceed under protection of flag, to the next Signal that indicates clear or caution.
- 504-D.** When a train is stopped by an intermediate Block Signal on single track, it may proceed when the signal is cleared or at caution, or if not immediately changed it may proceed at once under caution, except when a train is proceeding under flag from the last Home Signal as provided in Rule 504-C.

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.

