

NORTHERN PACIFIC RAILWAY COMPANY.

LAKE SUPERIOR DIVISION

TIME 32 TABLE

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

SUNDAY, OCTOBER 9th, 1910.

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.

E. C. BLANCHARD,
General Superintendent.

P. H. McCAULEY,
Superintendent of Transportation.

K. M. NICOLES,
Superintendent.

WEST BOUND				FIRST DISTRICT							EAST BOUND				WEST BOUND				WASHBURN BRANCH				EAST BOUND			
Third Class Trains	Second Class Trains	FIRST CLASS TRAINS		Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Ashland	TIME TABLE No. 32 October 9, 1910 Succeeding No. 31C.		Distance from Duluth	Capacity of Side Tracks	FIRST CLASS TRAINS		Second Class Trains	Third Class Trains	Second Class Trains		Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Washburn	TIME TABLE No. 32 October 9, 1910 Succeeding No. 31C.		Distance from Iron River	Capacity of Side Tracks	Second Class Trains		
729	621	53	51				STATIONS	52			54	622	730	415	416	STATIONS				416						
WAY FREIGHT	FREIGHT	PASSENGER	PASSENGER	Telegraph Offices and Calls	Daily	Daily	FREIGHT	WAY FREIGHT	MIXED	MIXED	Telegraph Offices and Calls	MIXED														
Tues., Thurs. and Sat.	Daily	Daily	Daily				Daily	Mon., Wed. and Fri.	Tues., Thurs. and Sat.				Mon., Wed. and Fri.													
	12.30 AM		3.40 PM	8.30 AM	WC ST	0	0.0	AD.....ASHLAND.....N	75.5	150	7.00 PM	11.00 AM	6.30 AM		7.15 AM	WCY	WD 34	0.0	.....WASHBURN.....	34.0	40		8.00 PM		
	12.45		3.50	8.39		5	4.5	....C. St. P. M. & O. JUNCTION....	71.0		6.48	10.48	6.05		f 7.23		WD 31	3.5	.....ENGOE.....	30.5		f 7.50			
	1.10		f 4.00	f 8.40		10	10.1	.....MOQUAH.....	65.4	32	f 6.36	f 10.36	5.40		f 7.39		WD 24	10.0	.....ENDERLINE.....	24.0	23	f 7.34			
	1.35		f 4.10	f 8.50	W	16	16.2	.....INO.....	59.3	31	f 6.24	f 10.23	5.12		f 7.49		WD 20	14.2	.....HEAD QUARTERS....	19.8	Spur 20	f 7.24			
			f	f		19	18.2	.....SPIDER.....	57.3	Spur	f	f		8.06	W	WD 14	20.0	.....LENAWEE.....	14.0	45	7.01				
	2.00		f 4.25	f 9.05		24	23.6	.....TOPSIDE.....	51.9	32	f 6.08	f 10.06	4.36		f 8.19		WD 10	24.0	.....CODA.....	10.0	30	f 6.46			
9.56 AM	2.15		4.35	9.15	YW	28	28.3	RV.....IRON RIVER.....D	47.2	100	5.59	9.56	4.15	4.30 PM	8.26		WD 8	25.9	.....SLOW BRIDGE.....	8.1	Spur	6.40			
10.20	2.28		f 4.46	f 9.26		32	32.3	.....MUSKEG.....	43.2	31	f 5.49	f 9.46	4.00	4.00	8.42		WD 4	29.8	.....BENA.....	4.2	39	6.25			
10.33	2.37		f 4.53	f 9.33		35	34.9	.....PEARSON.....	40.6	15	f 5.42	f 9.40	3.50	3.45	9.00 AM	WY	28	34.0	RV.....IRON RIVER.....D	0.0		6.10 PM			
10.45	2.43		4.56	9.37		36	36.2	BX.....BRULE.....D	39.3	59	5.39	9.37	3.45	3.30												
11.25	2.58		5.06	9.48		41	41.2	.....BLUEBERRY.....	34.3	34	5.30	9.24	3.27	2.40											
11.38	3.06		5.11	9.53		44	43.9	.....MAPLE.....	31.6	18	5.24	9.18	3.18	2.00											
11.45	3.12		f 5.17	f 9.57		45	45.4	.....WIEHE.....	30.1	28	f 5.17	f 9.13	3.12	1.35											
11.55 AM	3.21		5.23	10.02	W	48	48.0	.....POPLAR.....	27.5	23	5.10	9.07	2.58	1.05											
12.05 PM	3.26		f 5.29	f 10.07		50	50.1	.....WENTWORTH.....	25.4	25	f 5.08	f 8.59	2.45	12.50											
						53	53.3	.....AMNICON.....	22.2																
12.33	3.42		f 5.45	f 10.20		57	56.5	.....CUTTER.....	19.0	20	f 4.49	f 8.48	2.10	12.20											
						61	61.3	.....ALLOUEZ.....	14.2	70															
1.00 PM	4.02 AM		6.05 PM	10.37 AM	WSY	63	63.3	SP.....EAST END.....D	12.2	500	4.35 PM	8.36 AM	1.33 AM	12.01 PM												

SEE DULUTH AND SUPERIOR TERMINALS TIME TABLE

Third Class Trains	Second Class Trains	FIRST CLASS TRAINS		WCS TY	WB 71	75.5	DU.....DULUTH.....N	0.0	4.00 PM	8.00 AM	12.05 AM	11.00 AM
Tues., Thurs. and Sat.	Daily	Daily	Daily									
3.04	3.32	2.25	2.17						2.25	2.24	4.57	4.29
11.4	17.9	20.2	27.7						20.2	20.1	12.7	7.8

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 1357A.

REGISTERING AND BULLETIN STATIONS—Ashland and Central Ave.
 First District Trains will register and receive orders at Central Ave.
 STANDARD CLOCK—Duluth.

No freight trains on First District are permitted to carry passengers.
 No. 54 will take siding for No. 51.
 Passenger trains will wait at Iron River for Washburn branch connections.
 The speed of engines and trains must not exceed four (4) miles per hour between East End passenger station and roundhouse.
 Between East End and Duluth, trains will be governed by Duluth and Superior Terminals Time Table.
 Maximum speed of passenger trains is one minute or sixty seconds per mile. This limit must never be exceeded.

All trains and light engines must come to a FULL STOP before crossing C. St. P. M. & O. track at C. St. P. M. & O. Junction, and will be governed by interlocking signals at Northwestern Coal Ry. Crossing just east of Allouez.
 All engines with or without trains must come to a FULL STOP two hundred (200) feet from Draw Bridge at East End, and will not proceed until it is known that the bridge is properly closed and secured.

WEST BOUND

SECOND DISTRICT

EAST BOUND

THIRD CLASS TRAINS		SECOND CLASS TRAINS		FIRST CLASS TRAINS				Water, Coal, Seals, Tables and Wyes	Station Numbers	Distance from Duluth	TIME TABLE No. 32 October 9, 1910. Succeeding No. 31 C.				Distance from Staples	Capacity of Side Tracks.	FIRST CLASS TRAINS				THIRD CLASS TRAINS		
705	727	623	625	65	63	57	55				56	58	64	66			624	728	706				
WAY FREIGHT	WAY FREIGHT	FREIGHT	FREIGHT	PASSENGER	PASSENGER	PASSENGER	PASSENGER				PASSENGER	PASSENGER	PASSENGER	PASSENGER			FREIGHT	WAY FREIGHT	WAY FREIGHT				
Except Sunday	Except Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Except Sunday	Except Sunday								
	6.15 AM	7.40 PM	6.00 PM	11.10 PM	1.55 PM	7.30 PM	8.05 AM	WCSTY	WB 71	0.0	DU.....DULUTH.....N 8.3	147.5							5.10 PM				

SEE DULUTH AND SUPERIOR TERMINALS TIME TABLE

Time	Time	Time	Time	Time	Time	Time	Time	Time	Time	Time	Time	Time	Time	Time	Time	Time	Time	Time	Time	Time	Time	Time
	7.30 AM	8.45 PM	7.10 AM	11.50 PM	* 2.29 PM	7.55 PM	8.30 AM	WY	07	8.3	AJ.....CENTRAL AVE.....N 2.4	139.2	800	6.00 PM	7.50 AM	* 6.23 PM	5.45 AM					4.00 PM
	7.44 ^{SS}	8.51	7.15	* 11.55 PM	* 2.34	f 8.01	f 8.35		69	10.7POKEGAMA..... 4.0	136.8	70	f 5.54	f 7.44 ⁷²⁷	* 6.18	* 5.40					3.52
	7.55	9.06	7.30	* 12.06 AM	* 2.40	f 8.12	f 8.44		74	15.3	WG.....WALBRIDGE....D 3.2	132.2	42	f 5.44	f 7.33	* 6.11	* 5.30					3.28
	8.05	9.22	7.42	* 12.15	* 2.45	* 8.20	* 8.51		78	18.5STATE LINE..... 1.6	129.0		* 5.37	* 7.27	* 6.06	* 5.24					3.13
	8.15	9.30	7.50	* 12.20	* 2.48	f 8.24	f 8.54		79	20.1BARKER..... 3.0	127.4	42	f 5.34	f 7.25	* 6.04	* 5.21					3.08
	8.40	9.45	8.05	f 12.28	* 2.53 ⁷²⁸	8.32	9.02		82	23.1	WQ.....WRENSHALL.....N 4.1	124.4	71	5.28	7.19	* 6.00	f 5.14					2.53 ¹³
	9.00 ⁵⁵ 9.40	10.20	8.20 PM	12.38 AM	3.00 PM	8.46	9.15 ⁷²⁷	WYSC	86	27.2	UN.....CARLTON.....N 5.1	120.3		5.20	7.10	5.54 PM	5.05 AM			3.00 PM	2.00 1.30	
	10.15	10.50				f 8.58	f 9.25		91	32.3	.....IVERSON..... 4.8	115.2	45	f 5.10	f 7.00					2.45	1.10
	10.40	11.20				9.11	9.35	Y	96	37.1	SA.....SAWYER.....D 6.5	110.4	108	5.01	6.52					2.25	12.53	
	11.05	11.40				f 9.21	f 9.46		102	43.6	.....CORONA..... 5.4	103.9	79	f 4.49	f 6.42					2.05	12.30
	11.30	11.59 PM				9.38	9.56	W	108	49.0	CM.....CROMWELL.....N 6.0	98.5	80	4.39	6.32					1.45	12.15 PM	
	11.55 AM ⁷²⁸	12.30 AM				9.45	10.06		114	55.0	WT.....WRIGHT.....D 6.1	92.5	62	4.28	6.20					1.25	11.55 AM ⁷²⁷	
	12.20 PM	12.40				9.57	10.16		120	61.1	TK.....TAMARACK.....D 4.9	86.4	80	4.16	6.10					1.05	11.30	
	12.50 ⁶²⁴	12.55				f 10.06	f 10.24		125	66.0	.....GRAYLING..... 4.2	81.5	80	f 4.07	f 6.02					12.50 ⁷²⁷	11.07
	1.15 1.40	1.10 1.35				10.15	10.35 ⁷²⁸	WC	129	70.2	MQ.....MC GREGOR.....N 4.8	77.3	148	3.59	5.54					12.30	10.45 ⁵⁵ 10.30	
	2.00	1.40				f 10.25	f 10.43		133	75.0	.....UDE..... 4.1	72.5	80	f 3.50	f 5.43					12.10 PM	10.10
	2.15	1.58				f 10.34	10.50		138	79.1	K.....KIMBERLY.....D 5.8	68.4	48	3.42	f 5.36					11.55 AM	9.55	
	2.45	2.10				f 10.46	f 11.00		144	84.9	.....ROSSBURG..... 6.1	62.6	80	f 3.32	f 5.26					11.40	9.38
	3.05 ⁵⁰ 3.45	2.25				11.00	11.12 ⁶²⁴	W	150	91.0	KN.....AITKIN.....N 4.7	56.5	148	3.21 ⁷²⁷	5.16					11.12 ⁵⁵ 10.55	9.15 8.30	
	4.15	2.40				f 11.11	f 11.20		155	95.7	.....CEDAR LAKE..... 5.7	51.8	79	f 3.11	f 5.05					10.35	8.12
	4.45	2.58				11.26	11.30		160	101.4	DO.....DEERWOOD.....N 4.5	46.1	103	3.02	4.56					10.15	7.55	
	5.00	3.15				f 11.38	f 11.40	W	165	105.9	.....KLONDYKE..... 5.0	41.6	79	f 2.53	f 4.47					9.55	7.40
	5.15	3.30				f 11.48 PM	f 11.49 AM		170	110.9	.....LOERCH..... 7.2	36.6	80	f 2.44	f 4.36					9.30	7.25
	9.45 AM	5.45 PM	3.50 ⁵⁸ 4.30			12.08 AM 12.15	12.06 PM 12.10	WCSTY	177	118.1	B.....BRAINERD.....N 4.4	29.4		2.30 2.25	4.20 ⁶²³ 4.15					9.00 8.30	7.00 AM	3.10 PM
	10.03	4.48				f 12.28	f 12.18		181	122.5	.....BAXTER..... 5.8	25.0	81	f 2.17	f 4.08					8.15	2.55
	10.25	5.05				f 12.34	f 12.27		187	123.3	.....SYLVAN..... 3.3	19.2	71	f 2.08	f 3.58					8.00	2.35
	10.40	5.20				f 12.41	12.33		191	131.6	PG.....PILLAGER.....D 5.0	15.9	80	2.03	f 3.53					7.49	2.24	
	11.00	5.40				f 12.50	f 12.41		196	136.6	.....WHELLOCK..... 3.7	10.9	63	f 1.54	f 3.46					7.34	2.06
	11.15	5.55				12.57	12.48	W	199	140.3	MO.....MOTLEY.....N 4.2	7.2	120	1.48 ⁷⁰⁰	3.42					7.23	1.53 ⁵⁰ 1.43	
	11.30	6.12				f 1.05	f 12.54		203	144.5	.....HAYDEN..... 3.0	3.0	80	f 1.40	f 3.35					7.10	1.25
	11.45 AM	6.30 AM				1.15 AM	1.00 PM ⁷⁰⁶	WCSTY	207	147.5	SO.....STAPLES.....N 0.0	0.0		1.35 PM	3.30 AM					7.00 AM	1.10 PM ⁵⁵	
Except Sunday	Except Sunday	Daily	Daily	Daily	Daily	Daily	Daily							Daily	Daily	Daily	Daily		Daily	Except Sunday	Except Sunday	
2.00	10.15	9.45	1.10	0.48	0.31	5.20	4.30							4.25	4.20	0.29	0.40		8.00	9.00	2.00	
14.7	10.7	14.3	16.0	23.6	36.5	26.1	30.9							31.5	32.1	39.1	28.3		15.0	12.2	14.7	

See Page 3

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

BULLETIN STATIONS—Central Ave., Carlton, Brainerd and Staples Passenger Depot.
Brainerd Yard extends to Gravel Pit, two (2) miles east of Brainerd.
Junction switch at Central Ave. must be left set and locked for the second district.
No. 58 will wait at Staples for St. Paul and Minnesota Division train No. 8.
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.

No. 56 will wait at Staples for No. 8.
Double track extends from State Line to Walbridge. All trains will keep to right. Trains meeting on double track must be positively identified. Switch at Walbridge will be kept set and locked for west bound track. Switch at State Line is handled from tower.
Maximum speed of passenger trains is one minute or sixty seconds per mile. This limit must never be exceeded.

WEST BOUND

THIRD DISTRICT

WEST BOUND

THIRD CLASS			SECOND CLASS		Water, Coal Seals, Tables and Wyes.	Siding Capacity in Cars.	Distance from Duluth	TIME TABLE No. 32.		Distance from Minneapolis	Station Numbers	FIRST CLASS TRAINS						
725	723	721	627	625				OCTOBER 9, 1910. Succeeding No. 31-C.				61	63	65	67	69	71	79
WAY FRT. Except Sunday	WAY FRT. Except Sunday	WAY FRT. Except Sunday	FAST FRT. Daily	FAST FRT. Daily				STATIONS				PASSENGER Except Sunday	PASSENGER Daily	PASSENGER Daily	PASSENGER Except Sunday	PASSENGER Except Sunday	PASSENGER Daily	PASSENGER Sat. and Sun.
			7.30 PM		WC YST	0.0	N.....DULUTH.....DU	162.4	WB 71	9.00 AM	1.55 PM	11.10 PM		5.10 PM				

SEE DULUTH AND SUPERIOR TERMINALS TIME TABLE

Time	Station	Distance from Duluth	Station Numbers	Time	Station	Distance from Duluth	Station Numbers	Time	Station	Distance from Duluth	Station Numbers	Time	Station	Distance from Duluth	Station Numbers
7.30 AM	WEST DULUTH JCT	4.9	L 5	9.15 AM	WEST DULUTH JCT	4.9	L 5	7.50 PM	WEST DULUTH JCT	4.9	L 5	5.28 PM	WEST DULUTH JCT	4.9	L 5
7.35	SMITHVILLE	7.0	L 8	9.23	SMITHVILLE	7.0	L 8	7.58	SMITHVILLE	7.0	L 8	5.32	SMITHVILLE	7.0	L 8
8.00	SHORT LINE PARK	11.3	L 11	9.32	SHORT LINE PARK	11.3	L 11	8.13	SHORT LINE PARK	11.3	L 11	5.41	SHORT LINE PARK	11.3	L 11
8.15	BROWNELL	16.2	L 16	9.43	BROWNELL	16.2	L 16	8.38	BROWNELL	16.2	L 16	5.53	BROWNELL	16.2	L 16
8.35	THOMSON	19.3	L 19	9.50	THOMSON	19.3	L 19	8.48	THOMSON	19.3	L 19	5.57	THOMSON	19.3	L 19
8.30 9.00 72	CARLTON	20.6	L 20	10.00	CARLTON	20.6	L 20	8.50	CARLTON	20.6	L 20	6.00 PM	CARLTON	20.6	L 20
9.25 9.20	OTTER CREEK	26.8	L 26	10.10	OTTER CREEK	26.8	L 26	9.50	OTTER CREEK	26.8	L 26		OTTER CREEK	26.8	L 26
	ATKINSON	28.0	L 28		ATKINSON	28.0	L 28		ATKINSON	28.0	L 28		ATKINSON	28.0	L 28
10.05	MAHTOWA	32.8	L 33	10.20	MAHTOWA	32.8	L 33	10.00	MAHTOWA	32.8	L 33		MAHTOWA	32.8	L 33
10.27 10.42 61	BARNUM	38.8	L 30	10.32	BARNUM	38.8	L 30	10.13	BARNUM	38.8	L 30		BARNUM	38.8	L 30
11.15 724	MOOSE LAKE	43.4	L 43	10.42	MOOSE LAKE	43.4	L 43	10.35	MOOSE LAKE	43.4	L 43		MOOSE LAKE	43.4	L 43
11.45 AM	STURGEON LAKE	49.3	L 40	10.55	STURGEON LAKE	49.3	L 40	10.50	STURGEON LAKE	49.3	L 40		STURGEON LAKE	49.3	L 40
12.06 PM 12.50 62	WILLOW RIVER	53.7	L 54	11.05	WILLOW RIVER	53.7	L 54	11.00	WILLOW RIVER	53.7	L 54		WILLOW RIVER	53.7	L 54
1.15	RUTLEDGE	57.7	L 58	11.14	RUTLEDGE	57.7	L 58	11.09	RUTLEDGE	57.7	L 58		RUTLEDGE	57.7	L 58
1.50	FINLAYSON	62.7	L 62	11.24	FINLAYSON	62.7	L 62	11.30	FINLAYSON	62.7	L 62		FINLAYSON	62.7	L 62
2.30	GRONINGEN	66.3	L 66	11.31	GRONINGEN	66.3	L 66	11.30	GRONINGEN	66.3	L 66		GRONINGEN	66.3	L 66
3.55	FRIESLAND	71.0	L 71	11.43	FRIESLAND	71.0	L 71	11.41	FRIESLAND	71.0	L 71		FRIESLAND	71.0	L 71
3.30 PM	HINCKLEY	75.8	L 70	12.02 PM	HINCKLEY	75.8	L 70	11.52 PM	HINCKLEY	75.8	L 70		HINCKLEY	75.8	L 70
	MISSION CREEK	79.0	L 70		MISSION CREEK	79.0	L 70	12.40 AM	MISSION CREEK	79.0	L 70		MISSION CREEK	79.0	L 70
	BEROUN	82.8	L 83		BEROUN	82.8	L 83	12.05 AM	BEROUN	82.8	L 83		BEROUN	82.8	L 83
	PINE CITY	88.8	L 89		PINE CITY	88.8	L 89	12.55 AM	PINE CITY	88.8	L 89		PINE CITY	88.8	L 89
	ROCK CREEK	93.0	L 94		ROCK CREEK	93.0	L 94	1.10	ROCK CREEK	93.0	L 94		ROCK CREEK	93.0	L 94
	RUSH CITY	98.7	L 99		RUSH CITY	98.7	L 99	1.35	RUSH CITY	98.7	L 99		RUSH CITY	98.7	L 99
	HARRIS	105.6	L 106		HARRIS	105.6	L 106	1.41	HARRIS	105.6	L 106		HARRIS	105.6	L 106
	NORTH BRANCH	110.7	L 111		NORTH BRANCH	110.7	L 111	1.58	NORTH BRANCH	110.7	L 111		NORTH BRANCH	110.7	L 111
	STACY	118.0	L 119		STACY	118.0	L 119	2.10	STACY	118.0	L 119		STACY	118.0	L 119
5.00 PM	WYOMING	122.8	L 123		WYOMING	122.8	L 123	2.38	WYOMING	122.8	L 123		WYOMING	122.8	L 123
5.15	FOREST LAKE	127.0	L 127		FOREST LAKE	127.0	L 127	2.55	FOREST LAKE	127.0	L 127		FOREST LAKE	127.0	L 127
5.35	HUGO	135.4	L 135		HUGO	135.4	L 135	3.15	HUGO	135.4	L 135		HUGO	135.4	L 135
5.50	BALD EAGLE	139.6	L 140		BALD EAGLE	139.6	L 140	3.30	BALD EAGLE	139.6	L 140		BALD EAGLE	139.6	L 140
5.55 PM	WHITE BEAR	140.6	L 141		WHITE BEAR	140.6	L 141	3.45	WHITE BEAR	140.6	L 141		WHITE BEAR	140.6	L 141
	ST. PAUL	152.0	L 152		ST. PAUL	152.0	L 152	3.50	ST. PAUL	152.0	L 152		ST. PAUL	152.0	L 152
	MINNEAPOLIS	162.4	L 160		MINNEAPOLIS	162.4	L 160	4.05	MINNEAPOLIS	162.4	L 160		MINNEAPOLIS	162.4	L 160

This train loses right and class when 30 minutes or more late.

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

REGISTERING 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, Duluth.
All trains between Duluth and West Duluth Jet. will be governed by Duluth and Superior Terminals Time Table.

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.

EAST BOUND

THIRD DISTRICT

EAST BOUND

FIRST CLASS TRAINS

TIME TABLE No. 32.

2nd Class

THIRD CLASS

Table with columns for train numbers (78, 72, 70, 68, 66, 64, 62), passenger types (PASSENGER), and freight types (FAST FRT, FREIGHT, WAY FRT). Includes dates and times.

SEE DULUTH AND SUPERIOR TERMINALS TIME TABLE

This train loses right and class when 30 minutes or more late.

Main time table grid with columns for station names (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), times, and class indicators.

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

Third district 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, Willow River and Barnum.

No. 61 will wait at Carlton for Second District No. 55.

No. 72 will take siding for No. 61.

Nos. 69 and 70 lose rights and class when 30 minutes or more late.

Nos. 63 and 64 will register at Wyoming by ticket.

Passenger trains will wait 20 minutes at White Bear for connections. Interlocking switches and signals are located at Bald Eagle, Hinckley and Carlton. Double track switch at West Duluth Junction will be kept set for east bound track. All east bound 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.

WEST BOUND				TAYLORS FALLS BRANCH						EAST BOUND			WEST BOUND				GRANTSBURG BRANCH						EAST BOUND						
THIRD CLASS TRAINS				FIRST CLASS TRAINS			TIME TABLE No. 32. October 9, 1910. Succeeding No. 31C.						THIRD CLASS TRAINS			SECOND CLASS TRAINS				TIME TABLE No. 32. October 9, 1910. Succeeding No. 31C.						SECOND CLASS TRAINS			
725				77		67		STATIONS						726			419 (01's Con.)				STATIONS						420 (02's Con.)		
WAY FRT				PASSENG'R		PASSENGER		Telegraph Offices and Calls.						WAY FRT			MIXED				Telegraph Offices and Calls.						MIXED		
Ex. Sunday				Ex. Sunday		Ex. Sunday								Ex. Sunday			Ex. Sunday										Ex. Sunday		
3 10 PM 725				12.10 PM		6.25 AM		W T	0.0	.....TAYLOR'S FALLS YARD.....	20.5				7.40 PM	11.05 AM				3.00 PM 725					0.0	.....GRANTSBURG.....	17.0	40	11.25 AM
3.20				12.15		6.35		LF 21	0.5	.....TAYLOR'S FALLS.....	20.0	10		7.35	11.00				2.55					6.5	.....Linds Spur.....	10.5			
3.31				12.28		6.45		LF 17	3.5	.....FRANCONIA.....	17.0	30		7.27	10.45				2.42					10.3	.....BENSON.....	6.7	15	10.53	
3.43				12.37		6.53		LF 14	6.5	.....SHAFERS.....	14.0	22		7.18	10.35				2.30					12.0	.....ST. CROIX RIVER.....	5.0	0	10.53	
4.00				12.45		7.01		LF 10	9.8	.....CENTRE CITY.....	10.7	14		7.10	10.25				2.15					17.0	.....RUSH CITY.....	0.0	120	10.40 AM	
4.15				12.51		7.07		LF 9	11.5	.....LINDSTROM.....	9.0	50		7.05	10.19				2.05										
4.30				1.00		7.15		LF 6	14.0	.....CHISAGO CITY.....	6.5	42		6.59	10.10				1.50										
4.45 PM 725				1.15 PM 725		7.30 AM		W Y L 123	20.5	.....WYOMING.....	0.0	120		6.45 PM	9.55 AM				1.30 PM 77										
Ex. Sunday				Ex. Sunday		Ex. Sunday								Ex. Sunday	Ex. Sunday				Ex. Sunday										Ex. Sunday
1.35				1.05		1.05				Time Over District				0.55	1.10				1.30										0.45
13.7				18.9		18.9				Average Speed per Hour				22.3	17.3				13.6										22.6

REGISTERING STATIONS—Wyoming and Taylors Falls.

REGISTERING STATIONS—Rush City and Grantsburg.

Branch Trains will protect themselves by flag against Main Line Trains at West "Y" at Rush City.

WEST BOUND						CLOQUET BRANCH						EAST BOUND					West Bound MILLER BRANCH.				East Bound											
SECOND CLASS TRAINS			FIRST CLASS TRAINS			TIME TABLE No. 32. October 9, 1910. Succeeding No. 31C.						FIRST CLASS TRAINS		SECOND CLASS TRAINS			REGISTERING STATIONS—Carlton and Cloquet. BULLETIN STATION AND STANDARD CLOCK—Carlton. INTERLOCKING SWITCH AND SIGNAL—Carlton. SPECIAL RULE GOVERNING TRAINS ON CLOQUET BRANCH—No. 75 has right over No. 74.				THIRD CLASS				TIME TABLE No. 32. October 9, 1910. Succeeding No. 31C.			THIRD CLASS				
425			423		421	73		71		75		72		74		422	424		426		731				732							
MIXED			MIXED		MIXED	PASSENGER		PASSENGER		PASSENGER		PASSENGER		PASSENGER		MIXED	MIXED		MIXED		WAY FRT				WAY FRT							
Ex. Sunday			Ex. Sunday		Ex. Sunday	Sun. Only		Daily		Ex. Sunday		Daily		Ex. Sunday		Ex. Sunday	Ex. Sunday		Daily		Ex. Sunday				Ex. Sunday							
8.05 PM			10.00 AM		6.40 AM	7.45 AM		6.05 PM		1.25 PM		W C SY	86	0.0CARLTON.....	UN	6.5									9.20 AM						9.15 AM
3.25			10.20		7.00	7.57		6.17		1.37		LC 4	3.8	D.....SCANLON.....	SN	2.7									9.35	L69	3.0	GOVERNMENT ROAD CROSSING	3.0		9.00	
3.40 PM			10.35 AM		7.30 AM	8.05 AM		6.25 PM		1.45 PM		WS LC 7	6.5	D.....CLOQUET.....	CQ	0.0									9.50 AM	WY L68	6.0GRONINGEN.....	MR	0.0	8.45 AM	
Ex. Sunday			Ex. Sunday		Ex. Sunday	Sun. Only		Daily		Ex. Sunday														Ex. Sunday						Ex. Sunday		
0.35			0.35		0.50	0.20		0.20		0.20				Time Over District										0.30						0.30		
11.1			11.1		7.8	19.5		19.5		19.5				Average Speed per Hour										12.0						12.0		

COMMERCIAL SPURS.

FIRST DISTRICT.		SECOND DISTRICT.	
Distance from Ashland.		Distance from Duluth.	
Bellwood.....	40.0 Miles	Grass Twine Spur.....	72.6 Miles
THIRD DISTRICT.		GRANTSBURG BRANCH.	
Distance from Duluth.		Distance from Rush City.	
Power Co. Spur.....	17.0 Miles	Rungren's Spur.....	8.0 Miles
Garen.....	130.7 "	Clayfield.....	9.2 "
		Lind's Spur.....	10.5 "
		Anderson's Spur.....	15.0 "

DERAILS LAKE SUPERIOR DIVISION.

FIRST DISTRICT.			SECOND DISTRICT.			THIRD DISTRICT.		
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.				Stacy.....	House Track.....	West End.
Wiehe.....	Passing Track.....	East End.				Mission Creek...	Loading Spur.....	West End.
Poplar.....	Passing Track.....	West End.				Friesland.....	Loading Track.....	West End.
						Scanlon.....	Transfer Track.....	West End.
						Brownell.....	Passing Track.....	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.

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 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 Iverson 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, 490 Endicott Bldg., St. Paul.
 DR. C. R. BALL, 592 Endicott Bldg., St. Paul.
 DR. E. L. MANN, 514 Germania Life Bldg., St. Paul.
 DR. J. A. QUINN, 302 Pittsburg Bldg., St. Paul.
 DR. F. J. PLONDKE, Cor. Hope and East 7th Sts. (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.
 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. 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. 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).
 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, 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.

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	58
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	2550	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.

W. H. STRACHAN,
Asst. Superintendent.

L. F. NEWTON,
Train Master.
First and Second Districts.

T. B. QUINN,
Trainmaster.
Third District.

F. E. POTTER,
Chief Dispatcher.

