

NORTHERN PACIFIC RAILWAY COMPANY.

LAKE SUPERIOR DIVISION

TIME 32A TABLE

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

SUNDAY, OCTOBER 30th, 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. NICOLAS,
Superintendent.

WEST BOUND

FIRST DISTRICT

EAST BOUND

WEST BOUND

WASHBURN BRANCH

EAST BOUND

Third Class	Second Cl'ss	FIRST CLASS		Water, Coal, Seals, Tables and Wyes	Station Numbers	Distance from Ashland	TIME TABLE No. 32A October 30, 1910 Succeeding No. 82			Distance from Duluth	Capacity of Side Tracks	FIRST CLASS		Second Cl'ss	Third Class
729	621	53	51				STATIONS	52	54			622	730		
WAY FREIGHT	FREIGHT	PASSENGER	PASSENGER	Telegraph Offices and Calls	PASSENGER	PASSENGER	FREIGHT	WAY FREIGHT							
Tues, Thurs. and Sat.	Daily	Daily	Daily		Daily	Daily	Daily	Mon., Wed. and Fri.							
	12.30 AM		8.40 PM	8.30 AM	WG ST 0	0.0	AD.....ASHLAND.....N	75.5	160		7.00 PM	11.00 AM		6.30 AM	
	12.45		8.50	8.39		4.5	....C. St. P. M. & O. JUNCTION....	71.0			6.48	10.48		6.05	
	1.10	f	4.00	f 8.40		10.1	.....MOQUAH.....	65.4	32		f 6.36	f 10.36		5.40	
	1.35	f	4.10	f 8.50	W	16.2	.....INO.....	59.3	31		f 6.24	f 10.23		5.12	
		f		f		19	.....SPIDER.....	57.3	Spur		f	f			
	3.00	f	4.25	f 9.05		24	.....TOPSIDE.....	51.9	32		f 6.08	f 10.08		4.36	
9.56 AM	9.15		4.35	9.15	YW	28	RV.....IRON RIVER.....D	47.2	100		5.59	9.56		4.15	4.30 PM
	10.30	f	4.46	f 9.26		32	.....MUSKEG.....	43.2	31		f 5.49	f 9.48		4.00	4.00
	10.33	f	4.52	f 9.32		35	.....PEARSON.....	40.6	15		f 5.42	f 9.40		3.50	3.45
	10.45		4.56	9.37		36	BX.....BRULE.....D	39.3	59		5.39	9.37		3.45	3.30
	11.25		5.06	9.48		41	.....BLUEBERRY.....	34.3	34		5.30	9.24		3.27	3.40
	11.33		5.11	9.53		44	.....MAPLE.....	31.6	18		5.24	9.18		3.18	3.00
	11.45	f	5.17	f 9.57		45	.....WIEHE.....	30.1	28		f 5.17	f 9.13		3.12	1.35
	11.55 AM		5.22	10.03	W	48	.....POPLAR.....	27.5	23		5.10	9.07		2.58	1.05
	12.05 PM		5.29	f 10.07		50	.....WENTWORTH.....	25.4	25		f 5.03	f 8.59		2.45	12.50
						53	.....AMNICON.....	22.2							
	12.32		5.45	f 10.20		57	.....CUTTER.....	19.0	26		f 4.49	f 8.48		2.10	12.30
						61	.....ALLOUEZ.....	14.2	70						
	1.00 PM	4.02 AM	6.05 PM	10.37 AM	WVSY	63	SP.....EAST END.....D	12.2	500		4.35 PM	8.36 AM		1.33 AM	12.01 PM

Second Class	Water, Coal, Seals, Tables and Wyes	Station Numbers	Distance from Washburn	TIME TABLE No. 32A October 30, 1910 Succeeding No. 82			Distance from Iron River	Capacity of Side Tracks	Second Class
415				STATIONS	416				
MIXED	Telegraph Offices and Calls	MIXED							
Tues., Thurs. and Sat.		Mon., Wed. and Fri.							
	WCY	WD 34	0.0WASHBURN.....	34.0	40		8.00 PM	
f 7.23		WD 31	3.5	.....ENGOE.....	30.5		f 7.50	
f 7.39		WD 24	10.0	.....ENDERLINE.....	24.0	23	f 7.34	
f 7.49		WD 20	14.2	.....HEAD QUARTERS.....	19.8	Spur 20	f 7.24	
8.08	W	WD 14	20.0	.....LENAWEE.....	14.0	45	7.01	
f 8.19		WD 10	24.0	.....CODA.....	10.0	30	f 6.46	
8.26		WD 8	25.0	.....SLOW BRIDGE.....	8.1	Spur	6.40	
8.42		WD 4	29.8	.....BENA.....	4.2	39	6.25	
9.00 AM	WY	28	34.0	RV.....IRON RIVER.....D	0.0		6.10 PM		
				.....Time Over District.....			1.50	
10.4				.....Average Speed Per Hour.....			18.5	

SEE DULUTH AND SUPERIOR TERMINALS TIME TABLE

Third Class	Second Class	First Class	First Class	Water, Coal, Seals, Tables and Wyes	Station Numbers	Distance from Duluth	STATIONS	Distance from Superior	Capacity of Side Tracks	First Class	Second Class	Third Class	
729	621	53	51	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				Time Over District			Daily	Daily	Daily	Mon., Wed. and Fri.
	3.04	3.32	2.25	2.17			.....Time Over District.....			2.25	2.24	4.57	4.29
	11.4	17.9	26.2	27.7			.....Average Speed Per Hour.....			28.2	26.1	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.

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.

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.

WEST BOUND

SECOND DISTRICT

EAST BOUND

Summary table for TIME TABLE No. 32A, October 30, 1910. Includes columns for Third Class (705, 727), Second Class (623, 625), First Class (65, 63, 57, 55), and East Bound (624, 728, 706). Lists stations from Duluth to Staples and includes train numbers and times.

SEE DULUTH AND SUPERIOR TERMINALS TIME TABLE

Main time table grid showing departure and arrival times for various stations including Central Ave., Pokedama, Walbridge, State Line, Barker, Wrenshall, Carlton, Sawyer, Corona, Cromwell, Wright, Tamarack, Grayling, Mc Gregor, Ude, Kimberly, Rosburg, Aitkin, Cedar Lake, Deerwood, Klondyke, Loerch, Brainerd, Baxter, Sylvan, Pillager, Wheelock, Motley, Hayden, and Staples. Includes columns for station names, distances, and train numbers.

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 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. 6. 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 Stakes, Fishes and Wycen.	Siding Capacity in Cars.	Distance from Duluth	TIME TABLE No. 32A. OCTOBER 30, 1910. Succeeding No. 32.			Distance from Minneapolis	Station Numbers	FIRST CLASS					
725 WAY FRT. Except Sunday	723 WAY FRT. Except Sunday	721 WAY FRT. Except Sunday	627 FAST FRT. Daily	625 FAST FRT. Daily				WC YST	0.0	STATIONS Telegraph Offices and Calls.			61 PASSENGER Except Sunday	63 PASSENGER Daily	65 PASSENGER Daily	67 PASSENGER Except Sunday	69 PASSENGER Except Sunday	71 PASSENGER Daily
			7.30 PM				N.....DULUTH.....DU	102.4	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	Time	Station	Distance from Duluth	Station Numbers
7.30 AM	WEST DULUTH JCT.	4.9	L 5	7.50 PM	WEST DULUTH JCT.	4.9	L 5	9.15 AM	WEST DULUTH JCT.	4.9	L 5	5.26 PM	WEST DULUTH JCT.	4.9	L 5				
7.35	SMITHVILLE	7.0	L 8	7.58	SMITHVILLE	7.0	L 8	9.23	SMITHVILLE	7.0	L 8	5.32	SMITHVILLE	7.0	L 8				
8.00	SHORT LINE PARK	11.3	L 11	8.12	SHORT LINE PARK	11.3	L 11	9.32	SHORT LINE PARK	11.3	L 11	5.41	SHORT LINE PARK	11.3	L 11				
8.15	BROWNELL	16.2	L 16	8.38	BROWNELL	16.2	L 16	9.43	BROWNELL	16.2	L 16	5.52	BROWNELL	16.2	L 16				
8.35	THOMSON	19.3	L 19	8.43	THOMSON	19.3	L 19	9.50	THOMSON	19.3	L 19	5.57	THOMSON	19.3	L 19				
8.30 9.00 72	CARLTON	20.6	86	8.50 9.30	CARLTON	20.6	86	10.00	CARLTON	20.6	86	6.00 PM	CARLTON	20.6	86				
9.25 620	OTTER CREEK	26.8	L 26	9.50	OTTER CREEK	26.8	L 26	10.10	OTTER CREEK	26.8	L 26		OTTER CREEK	26.8	L 26				
10.05	MAHTOWA	32.8	L 33	10.00	MAHTOWA	32.8	L 33	10.20	MAHTOWA	32.8	L 33		MAHTOWA	32.8	L 33				
10.27 10.42 61	BARNUM	38.8	L 39	10.12	BARNUM	38.8	L 39	10.32	BARNUM	38.8	L 39		BARNUM	38.8	L 39				
11.15 724	MOOSE LAKE	43.4	L 43	10.35	MOOSE LAKE	43.4	L 43	10.42	MOOSE LAKE	43.4	L 43		MOOSE LAKE	43.4	L 43				
11.45 AM	STURGEON LAKE	49.3	L 49	10.50	STURGEON LAKE	49.3	L 49	10.55	STURGEON LAKE	49.3	L 49		STURGEON LAKE	49.3	L 49				
12.06 PM 12.50 62	WILLOW RIVER	53.7	L 54	11.00	WILLOW RIVER	53.7	L 54	11.05	WILLOW RIVER	53.7	L 54		WILLOW RIVER	53.7	L 54				
1.15	RUTLEDGE	57.7	L 58	11.09	RUTLEDGE	57.7	L 58	11.14	RUTLEDGE	57.7	L 58		RUTLEDGE	57.7	L 58				
1.50	FINLAYSON	62.7	L 62	11.20	FINLAYSON	62.7	L 62	11.24	FINLAYSON	62.7	L 62		FINLAYSON	62.7	L 62				
2.20	GRONINGEN	66.3	L 66	11.30	GRONINGEN	66.3	L 66	11.31	GRONINGEN	66.3	L 66		GRONINGEN	66.3	L 66				
2.55	FRIESLAND	71.0	L 71	11.41	FRIESLAND	71.0	L 71	11.43	FRIESLAND	71.0	L 71		FRIESLAND	71.0	L 71				
3.30 PM	HINCKLEY	75.8	L 76	11.52 PM 12.40 AM 628	HINCKLEY	75.8	L 76	12.02 PM	HINCKLEY	75.8	L 76		HINCKLEY	75.8	L 76				
7.00 AM	MISSION CREEK	70.0	L 79	12.55	MISSION CREEK	70.0	L 79	12.09	MISSION CREEK	70.0	L 79		MISSION CREEK	70.0	L 79				
7.09	BEROUN	82.8	L 83	7.20	BEROUN	82.8	L 83	12.17	BEROUN	82.8	L 83		BEROUN	82.8	L 83				
7.42	PINE CITY	88.8	L 89	7.42	PINE CITY	88.8	L 89	12.28	PINE CITY	88.8	L 89		PINE CITY	88.8	L 89				
8.00	ROCK CREEK	93.6	L 94	8.00	ROCK CREEK	93.6	L 94	12.37	ROCK CREEK	93.6	L 94		ROCK CREEK	93.6	L 94				
8.20 AM 1.15 PM 722-61-62	RUSH CITY	98.7	L 99	8.15	RUSH CITY	98.7	L 99	12.57	RUSH CITY	98.7	L 99		RUSH CITY	98.7	L 99				
1.40	HARRIS	105.6	L 108	2.38	HARRIS	105.6	L 108	1.10	HARRIS	105.6	L 108		HARRIS	105.6	L 108				
2.00 2.20	NORTH BRANCH	110.7	L 111	2.55	NORTH BRANCH	110.7	L 111	1.20	NORTH BRANCH	110.7	L 111		NORTH BRANCH	110.7	L 111				
2.45	STACY	118.6	L 119	3.15	STACY	118.6	L 119	1.36	STACY	118.6	L 119		STACY	118.6	L 119				
5.00 PM	WYOMING	122.8	L 123	3.30	WYOMING	122.8	L 123	1.45	WYOMING	122.8	L 123		WYOMING	122.8	L 123				
5.15	FOREST LAKE	127.0	L 127	3.45	FOREST LAKE	127.0	L 127	1.54	FOREST LAKE	127.0	L 127		FOREST LAKE	127.0	L 127				
5.35	HUGO	135.4	L 135	4.05	HUGO	135.4	L 135	2.11	HUGO	135.4	L 135		HUGO	135.4	L 135				
5.50	BALD EAGLE	139.6	L 140	4.25	BALD EAGLE	139.6	L 140	2.20	BALD EAGLE	139.6	L 140		BALD EAGLE	139.6	L 140				
5.55 PM 63-68	WHITE BEAR	140.6	L 141	5.00 AM	WHITE BEAR	140.6	L 141	2.25 PM	WHITE BEAR	140.6	L 141		WHITE BEAR	140.6	L 141				
Via St. P. D. 3d St. Jct. 6.30 PM	ST. PAUL	152.0	L 152	Via St. P. D. 3d St. Jct. 6.10 AM	ST. PAUL	152.0	L 152	Via St. P. D. 6.25 PM	ST. PAUL	152.0	L 152		ST. PAUL	152.0	L 152				
Except Sunday	MINNEAPOLIS	162.4	L 160	Except Sunday	MINNEAPOLIS	162.4	L 160	Except Sunday	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.

STANDARD CLOCKS.—White Bear, Hinckley, Carlton, Rice's Point, and Chief Dispatcher's Office, Duluth.

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.

BULLETIN STATIONS.—White Bear, Hinckley, Carlton and Duluth.

All trains between Duluth and West Duluth Jct. will be governed by Duluth and Superior Terminals Time Table.

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

TIME TABLE No. 32A

2nd Class

THIRD CLASS

78	72	70	68	66	64	62
PASSENGER Sunday Only	PASSENGER Daily	PASSENGER Except Sunday	PASSENGER Except Sunday	PASSENGER Daily	PASSENGER Daily	PASSENGER Except Sunday
	9.45 AM			6.30 AM	7.00 PM	2.05 PM

Water, Coal Rates, Tables and Wyes.	Siding Capacity in Cars.	Distance from Duluth.
WC YST		0.0

OCTOBER 30, 1910. Succeeding No. 32. STATIONS Telegraph Offices and Calls.
N.....DULUTH.....DU 4.9

Distance from Minneapolis	Station Numbers
162.4	WB 71

628	624	626	722	724	726
FAST FRT Daily	FREIGHT Daily	FAST FRT Daily	WAY FRT Except Sunday	WAY FRT Except Sunday	WAY FRT Except Sunday
5.20 AM					

SEE DULUTH AND SUPERIOR TERMINALS TIME TABLE

	9.39 AM					1.47 PM	WY	4.9	.....WEST DULUTH JCT..... 3.0	167.5	L 5	4.46 AM	4.30 PM	11.20 AM		8.30 PM
	9.23 61					1.43		31	..... SMITHVILLE	154.5	L 8	4.35	4.20	11.10		8.20
	9.15					1.34		70	..... SHORT LINE PARK	151.1	L 11	4.20	4.05	10.55		2.55
	9.05					1.26		50	..... BROWNELL	146.2	L 16	3.58	3.45	10.35		2.25
	8.57					1.20		37	..... THOMSON	143.1	L 10	3.45	3.30	10.25		2.10
	8.55 AM 723					1.15	WCSY	20.6	N..... CARLTON UN 2nd Dist. and 0.2 G. N. Cr'g	141.8	86	3.40	3.20 PM	10.20 9.55 ⁶¹		2.00	
						4.49		56	..... OTTER CREEK	135.0	L 26	3.16		9.25 723		1.20
								10	..... ATKINSON	134.4	L 28					
						4.88		118	D..... MAHTOWA	129.0	L 33	3.01		9.10		12.58 12.40 ⁶²	
						4.18		73	D..... BARNUM	123.6	L 30	2.44		8.50		12.15 PM	
						4.07	W	79	N..... MOOSE LAKE	119.0	L 43	2.25		8.30		11.45 AM 11.15 ⁷²³	
						3.58		160	D..... STURGEON LAKE	113.1	L 49	2.10		8.09		10.55 10.25 ⁶¹	
						3.43		102	D..... WILLOW RIVER	108.7	L 54	1.54 65		7.56		10.10	
						3.32	W	120	..... RUTLEDGE	104.7	L 58	1.32		7.45		9.30
						3.23		79	D..... FINLAYSON	99.7	L 62	1.10		7.30		9.10	
						3.15	YW	110	N..... GRONINGEN	96.1	L 66	12.55		7.20		8.40	
						3.04		106	..... FRIESLAND	91.4	L 71	12.38		7.05		8.15
						2.52 ⁶⁵ 2.37	WCTY	130	N..... HINCKLEY	86.6	L 76	12.20 12.05 AM 625-627		6.45 6.15	3.30 PM	8.00 AM	
						2.26		10	..... MISSION CREEK	83.4	L 70	11.57 PM		6.05	3.10	
						2.20		65	..... BEROUN	79.6	L 83	11.47		5.55	2.55	
						2.05	W	82	N..... PINE CITY	73.0	L 89	11.32		5.40	2.20		
						1.53 627		71	D..... ROCK CREEK	68.8	L 94	11.20		5.25	1.55		
						1.41 625	WYS	145	N..... RUSH CITY	63.7	L 99	11.05		5.10	1.30 ⁶¹ 12.52 ⁷²¹		
						1.28		89	D..... HARRIS	56.8	L 109	10.47		4.40	12.25 PM		
						1.13	W	170	D..... NORTH BRANCH	51.7	L 111	10.35		4.26 65	11.55 AM 11.20		
						12.58		68	D..... STACY	43.8	L 119	10.15		3.50	10.55		
	2.50 PM					6.45 PM	WY	165	N..... WYOMING	39.6	L 123	10.05		3.30 627	10.40	9.35 AM	
	2.43					6.37		88	D..... FOREST LAKE	35.4	L 127	9.55		3.00 625	10.10	9.25	
	2.28					6.23		83	D..... HUGO	27.0	L 135	9.33		2.31	9.35 9.25 ⁶²	9.05	
	2.20					6.16		139.6	D..... BALD EAGLE	22.8	L 140	9.23		2.18	9.00	8.50	
	2.18 PM					6.13 PM 725-63	WCST	140.6	N..... WHITE BEAR	21.8	L 141	9.20 PM		2.10 AM	8.50 AM	8.45 AM	
	Via St. P. D.					6.10 PM	WT	152.0	N..... ST. PAUL	10.4	L 152	Via St. P. D. 3d St. Jet. 8.10 PM		Via St. P. D. 3d St. Jet. 12.05 AM	Via St. P. D. 3d St. Jet. 7.10 AM		
	1.50 PM					5.40 PM		162.4	..... MINNEAPOLIS	0.0	L 160					
	Sunday Only	Daily	Except Sunday	Except Sunday	Daily	Daily	Except Sunday					Daily	Daily	Daily	Except Sunday	Except Sunday	Except Sunday
	0.32 33.3	0.34 27.7	0.03 20.0	0.32 33.3	4.55 24.0	2.51 42.1	4.25 30.7					7.26 18.2	1.10 13.4	9.10 14.8	6.40 9.7	7.30 9.4	4.50 21.3

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

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

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.

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.

WEST BOUND					TAYLORS FALLS BRANCH					EAST BOUND					WEST BOUND GRANTSBURG BRANCH					EAST BOUND									
THIRD CLASS					FIRST CLASS					FIRST CLASS					THIRD CLASS					SECOND CLASS					SECOND CLASS				
725					79 77 67					68 76 78					726					419 (61's Con.)					420 (62's Con.)				
WAY FRT					PASSENG'R PASSENG'R PASSENG'R					PASSENG'R PASSENG'R PASSENG'R					WAY FRT					MIXED					MIXED				
Ex. Sunday					Sunday Only Ex. Sunday Ex. Sunday					Ex. Sunday Ex. Sunday Sunday Only					Ex. Sunday					Ex. Sunday					Ex. Sunday				
3 10 PM					3 47 PM 12 10 PM 6 35 AM					7 40 PM 11 05 AM 3 42 PM					3 00 PM					12 01 PM					11 25 AM				
725					78 19 15 6 35					70 7 35 11 00 3 37					725					17 0					17 0				
3 20					3 55 12 15 6 35					3 20 7 35 11 00 3 37					2 55					11 11					10 5				
3 31					4 05 12 28 6 45					3 27 10 45 3 27					2 42					12 21					10 58				
3 43					4 13 12 37 6 53					3 20 7 18 10 35 3 20					2 30					12 30					10 53				
4 00					4 19 12 45 7 01					3 14 7 10 10 25 3 14					2 15					12 52 PM					10 40 AM				
4 15					4 24 12 51 7 07					3 10 7 05 10 19 3 10					2 05														
4 30					4 31 1 00 7 15					3 05 6 59 10 10 3 05					1 50														
4 45 PM					4 48 PM 1 15 PM 7 30 AM					3 05 6 45 PM 9 55 AM 2 50 PM					1 30 PM														
720					720 123					70 70					77														
Ex. Sunday					Sunday Only Ex. Sunday Ex. Sunday					Ex. Sunday Ex. Sunday Sunday Only					Ex. Sunday					Ex. Sunday					Ex. Sunday				
1 35					1 01 1 05 1 05					0 55 1 10 0 52					1 30														
13.7					20.1 18.0 18.0					22.3 17.3 23.6					13.6														
Time Over District					Average Speed per Hour					Time Over District					Average Speed per Hour					Time Over District					Average Speed per Hour				
18.4																				18.4					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						FIRST CLASS						FIRST CLASS						SECOND CLASS						THIRD CLASS						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											
3 05 PM 10 00 AM 6 40 AM						7 45 AM 6 05 PM 1 25 PM						8 50 AM 2 40 PM 12 25 PM 5 10 PM 7 10 PM						9 20 AM 9 35 9 50 AM						9 15 AM 9 00 8 45 AM											
732						LC 4 LC 7						UN 3.8 SN 2.7 CQ 0.0						L72 L69 L66						0.0 3.0 3.0 0.0											
3 25 10 20 7 00						7 57 6 17 1 37						8 38 2 28 12 10 4 58 6 55						8 20 7 32						8 45 AM											
3 40 PM 10 35 AM 7 30 AM						8 05 AM 6 35 PM 1 45 PM						8 30 AM 2 30 PM 12 00 AM 4 50 PM 6 45 PM						9 50 AM						8 45 AM											
Ex. Sunday Ex. Sunday Ex. Sunday						Sun. Only Daily Ex. Sunday						Daily Ex. Sunday Ex. Sunday Ex. Sunday Daily						Ex. Sunday						Ex. Sunday											
0 35 11 1 7 8						0 20 0 20 0 20						0 20 0 20 0 25 0 20 0 25						0 30						0 30											
11.1 11.1 7.8						19.5 19.5 19.5						19.5 19.5 15.6 17.5 15.6						12.0						12.0											
Time Over District						Average Speed per Hour						Time Over District						Average Speed per Hour						Time Over District						Average Speed per Hour					

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.

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, 312 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. J. A. POIRIER, Forest Lake.

- 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.	600	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	2650	56
Central Ave to Iron River. .	480	11	650	15	750	17	-----	-----	-----	-----
Iron River to Ashland.....	650	15	840	19	940	21	-----	-----	-----	-----
White Bear to Hinckley....	1300	32	1700	41	1900	46	2200	53	2500	60
Hinckley to Groningen....	1000	25	1400	34	1450	35	1750	43	2050	50
Groningen to Duluth.....	1300	32	1700	41	1900	46	2200	53	2500	60

Above rating is based on trains consisting of loads only and rating is calculated for an average speed of ten miles per hour.

For each car added to number specified above, deduct ten tons from rating of engine; for each car less than number specified above, add ten tons to rating of engine.

West bound trains with two engines will not handle more tonnage than the combined rating of both engines.

In figuring tonnage of the car, less than 1,000 pounds will not be counted; one thousand pounds or more will be counted one ton.

To secure full tonnage rating a fraction of weight of car more than rating must be counted rather than a fraction less.

Train dispatcher will determine rate to be handled when reduction is necessary account of weather condition, except that for temperature alone the following rule will be applied by all concerned:

Reduce rating:—10% between 30 above and 10 above zero; 15% between 10 above and 10 below zero; 25% when temperature is below 10 below zero.

When engines are unable to haul the rating, engineers will designate to conductors the number of tons to be reduced and will wire the Superintendent why the reduction is necessary. It must be distinctly understood that the responsibility for reducing train below rating of engine must be assumed by the engineer and not by the conductor.

This rating is made to govern ruling grades only, and will in no manner interfere with the handling of additional tonnage where the grades will permit.

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

In making up or filling out trains the following rules will be followed as far as practicable:
Solid trains of loads or solid trains of empties.

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

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

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.

