

NORTHERN PACIFIC RAILWAY COMPANY.

LAKE SUPERIOR DIVISION

TIME 36 TABLE

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

MONDAY, JANUARY 1st, 1912.

For the Government of Employes only. The Company reserves the right to vary therefrom at pleasure. Be positive that you have the Current Time Table and destroy all previous numbers. Read carefully the Special Rules and always have for reference a copy of TRANSPORTATION RULES.

G. A. GOODELL,
General Manager.

E. C. BLANCHARD,
General Superintendent.

P. H. McCAULEY,
Superintendent of Transportation.

K. M. NICOLES,
Superintendent.

WESTWARD

FIRST SUB-DIVISION
(MAIN LINE)

EASTWARD

WESTWARD

FIFTH SUB-DIVISION
(WASHBURN BRANCH)

EASTWARD

THIRD CLASS			FIRST CLASS		Water, Fuel, Switch Wagon	Stations	Distance from Ashland	TIME TABLE No. 36 January 1, 1912 Succeeding No. 35-A		Distance from Duluth	Car Capacity of Engines	FIRST CLASS		THIRD CLASS						
733	731	729	53	51				STATIONS	52			54	730	732	734	52	54	730	732	734
WAY FREIGHT Tues, Thurs. and Sat.	WAY FREIGHT Mon, Wed. and Fri.	WAY FREIGHT Mon, Wed. and Fri.	PASSENGER Daily	PASSENGER Daily				Telegraph Offices and Calls	PASSENGER Daily			PASSENGER Daily	WAY FREIGHT Mon, Wed. and Fri.	WAY FREIGHT Mon, Wed. and Fri.	WAY FREIGHT Tues, Thurs. and Sat.	PASSENGER Daily	PASSENGER Daily	WAY FREIGHT Mon, Wed. and Fri.	WAY FREIGHT Mon, Wed. and Fri.	WAY FREIGHT Tues, Thurs. and Sat.
L 7.50M	L 7.50M		L 8.40M	L 8.45M	WO	0	0.0	AD.....ASHLAND.....D	75.5	160	A 8.55M	A 11.00M		A 6.00M	A 1.40M					
					OT			C. & N.W. Ry. Crossing 4.5												
f 7.45	f 7.45		f 8.50	f 8.55		5	4.5	.....ASHLAND JUNCTION.....	71.0	None	f 8.44	f 10.48		f 5.45	f 1.20				
								C. St. P. M. & O. Ry. Crossing 5.0												
f 8.05	f 8.05		f 4.00	f 8.07		10	10.1	.....MOQUAH.....	65.4	22	f 8.38	f 10.36		f 5.30	f 1.05				
								6.1												
f 8.55	f 8.55		f 4.10	f 8.19		18	16.2	.....INO.....	59.3	21	f 8.29	f 10.28		f 5.10	f 12.48				
								2.0												
f 8.55	f 8.55					19	16.2	.....SPIDER.....	57.5					f 5.05	f 12.40				
								5.4												
f 8.50	f 8.50		f 4.25	f 8.22		24	22.6	.....TOPSIDE.....	51.9	22	f 8.07	f 10.08		f 4.50	f 12.25				
								4.7												
A 9.05M-54 10.00	A 9.05M 81	L 10.50M	A 4.35 722	A 9.40 731-733-730	YW	28	28.3	RV.....IRON RIVER.....D	47.2	100	A 5.59	A 8.58 733	A 8.20M 81	L 4.35M 82	A 10.10M 11.15M					
								6.0												
f 10.15		f 10.45	f 4.45	f 9.48 84		32	32.3	.....MUSKOGEE.....	43.2	21	f 5.49	f 9.48 81	f 9.00		f 11.00				
								2.6												
f 10.25		f 10.55	f 4.52	f 9.54		35	34.9	.....PEARSON.....	40.6	15	f 5.48	f 9.45	f 8.40		f 10.45				
								1.3												
A 10.35 734		f 11.15	A 4.58	A 9.59		36	36.3	BX.....BRULE.....D	39.3	29	A 5.40	A 9.39	A 8.50		A 10.35 733					
								2.9												
f 11.10		f 11.35	f 5.05	f 10.10 73		41	41.2	.....BLUEBERRY.....	34.3	24	f 5.32	f 9.28	f 8.00		f 10.10 81				
								1.8												
f 11.25		f 11.55M	A 5.12	A 10.16		44	43.9	.....MAPLE.....	31.5	18	A 5.25	A 9.20	f 7.45		f 9.45				
								1.8												
f 11.35		f 12.05M	A 5.20	A 10.20		45	45.4	.....WISHE.....	30.1	20	f 5.20 81	f 9.15 734	f 7.15		f 9.15 84				
								2.6												
f 11.50M		f 12.20	A 5.25	A 10.25	W	48	48.0	.....POPLAR.....	27.5	23	A 5.18	A 9.07	f 7.05		f 8.50				
								2.1												
f 12.05M		f 12.35	A 5.30	A 10.30		50	50.1	.....WENTWORTH.....	25.4	25	f 5.05	f 8.59	f 6.40		f 8.50				
								3.2												
						53	53.3	.....AMNICON.....	22.2										
								3.2												
f 12.25		f 12.55	f 5.40	f 10.45		57	56.5	.....CUTTER.....	19.0	26	f 4.50	f 8.48	f 6.15		f 8.05				
								4.8												
						61	61.3	.....ALLOUEZ.....	14.2	20									
								4.8												
A 12.45M		A 1.15M	A 5.52M	A 11.00M	WOY	63	63.3	SP.....EAST END.....D	12.2	600	L 4.25M	L 8.25M	L 5.45M		L 7.45M					
								2.0												
								C. St. P. M. & O. Ry. Crossing												

SECOND CLASS			Water, Fuel, Switch Wagon	Stations	Distance from Washburn	TIME TABLE No. 36 January 1, 1912 Succeeding No. 35-A		Distance from Iron River	Car Capacity of Engines	SECOND CLASS	
415	416	STATIONS				415	416			MIXED	MIXED
MIXED Mon, Wed. and Fri.	MIXED Mon, Wed. and Fri.	Telegraph Offices and Calls				MIXED Mon, Wed. and Fri.	MIXED Mon, Wed. and Fri.			MIXED Mon, Wed. and Fri.	MIXED Mon, Wed. and Fri.
L 2.00M		WY	WD	84	0.0	.....WASHBURN.....	34.0	40	A 11.59M		
						3.5					
f 2.15		WD	81	3.5	3.5	.....ENGOR.....	30.5		f 11.50		
						6.5					
f 2.25		WD	54	10.0	10.0	.....ENDERLINE.....	24.0	28	f 11.22		
						4.2					
f 2.49		WD	50	14.3	14.3	.....HEAD QUARTERS.....	19.5	20	f 11.18		
						0.5					
A 2.09		W	WD	14	20.0	.....LENAWEE.....	14.0	45	A 10.59		
						4.0					
f 2.24		WD	10	24.0	24.0	.....CODA.....	10.0	30	f 10.45		
						1.9					
f 2.50		WD	10	28.9	28.9	.....SLOW BRIDGE.....	8.1	20	f 10.28		
						2.9					
f 2.46		WD	10	29.5	29.5	.....BENA.....	4.3	29	f 10.25		
						2.9					
A 4.00M		WY	28	34.0	34.0	RV.....IRON RIVER.....D	0.0		L 10.10M		
Mon, Wed. and Fri.									Mon, Wed. and Fri.		
2.00						.....Time Over Sub-division.....			1.40		
17.0						.....Average Speed Per Hour.....			18.5		

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

A 2.30M	A 8.00M	A 8.50M	A 11.40M	WCO TY	WB 71	79.8	DU.....DULUTH.....DN	0.0	L 4.00M	L 8.00M	L 4.00M	L 8.05M	
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.
6.15	1.35	2.45	9.15	9.15			.....Time Over Sub-division.....		2.25	2.25	3.35	1.25	6.55
12.0	17.8	12.7	22.8	22.1			.....Average Speed Per Hour.....		22.2	22.2	10.0	19.9	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, Boiler, Turbine, Tables and Wagon	Station Numbers	Distance from Duluth	TIME TABLE No. 36 January 1, 1912. Succeeding No. 85-A STATIONS Telegraph Office and Calls.				Distance from Staples	Capacity of Bridge	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 6.80M	L 8.05M	L 6.00M	L 11.10M	L 1.55M	L 7.80M	L 8.05M	WOOTY	WB 71	0.0	DU.....DULUTH.....DN 8.3	147.8	A 6.25M	A 8.15M	A 8.55M	A 6.80M	A 5.10M							
BETWEEN CENTRAL AVE. AND DULUTH TRAINS WILL BE GOVERNED BY DULUTH AND SUPERIOR TERMINALS TIME TABLE																							
L 7.50M	L 9.40M	L 7.10M	L 11.40M	L 8.18M	L 7.55M	L 8.80M	WY	87	8.3	AJ.....CENTRAL AVE.....DN G. N. Ry. Crossing 2.4	139.2	A 6.00M	A 7.50M 7.7	A 8.30M	A 6.00M	A 4.20M							
7 8.00	9.46	7.15	11.45	8.28	7 8.01	7 8.85		89	10.7	.....POKEGAMA..... 6.8	136.8	7 8.54	7 7.44	6.55	5.55	7 4.10						
7 8.18	10.05	7.80	11.56M	8.39	7 8.18	7 8.44		74	15.8	.....WALBRIDGE..... 3.2	132.2	7 8.44	7 7.38	6.18	5.46	7 8.55						
7 8.25	10.20	7.42	12.06M	8.35	8.28	8.51		78	18.5	.....STATE LINE..... G. N. Ry. Crossing 1.0	129.0	7 8.27	7 7.27	6.18	5.88	7 8.48						
7 8.50	10.28	7.50	12.11	8.38	7 8.28	7 8.64		78	20.1	.....BARKER..... 2.0	127.4	7 8.24	7 7.25	6.11	5.85	7 8.40						
7 9.02	10.40	8.05	12.18	8.48	7 8.34	7 9.02 7.7		82	23.1	WO.....WRENSHALL.....DN 4.1	124.4	7 8.28	7 7.19	6.07	5.29	7 8.60							
7 9.25	10.60	A 8.20M 6.7	A 12.28M	A 2.50M 7.2	7 8.49	7 9.15	WYOO	88	27.3	UN.....CARLTON.....DN Third Sub-division Crossing 5.1	120.8	7 8.20	7 7.10	L 6.00M	L 5.20M	A 8.15M 5.1	7 9.03 7.7						
7 10.20	11.55				7 9.09	7 9.35		91	32.8	.....IVERSON..... 4.8	116.2	7 8.10	7 7.00			8.00	7 1.55					
7 10.50	11.55M				7 9.11	7 9.35	Y	95	37.1	SA.....SAWYER.....D 5.5	110.4	7 8.01	7 6.52			7.45	7 1.40						
7 11.10	12.10M				7 9.28	7 9.48		102	43.6	.....CORONA..... 5.4	105.9	7 7.49	7 6.42			7.25	7 1.20					
7 11.50M	12.25				7 9.38	7 9.58	W	108	49.0	CM.....CROWWELL.....DN 5.0	98.8	7 7.29	7 6.22			7.10	7 1.05						
7 12.40M 7.2	12.40				7 9.50	7 10.08		114	55.0	WT.....WRIGHT.....D 5.1	92.5	7 7.28	7 6.20			6.80	7 12.40 7.7						
7 1.05	12.55				7 10.09	7 10.16		120	61.1	TK.....TAMARACK.....D 4.9	84.4	7 7.20	7 6.10			6.80	7 12.15M						
7 1.25	1.10				7 10.11	7 10.24		125	65.0	.....GRAYLING..... 3.2	81.8	7 7.07	7 6.08			6.15	7 11.45M					
7 1.40	1.15				7 10.20	7 10.35	YWO	129	70.2	MG.....MC GREGOR.....DN M. St. P. & S. Ste. M. Crossing 4.8	77.8	7 6.59	7 5.54			6.00	7 11.50						
7 1.50	1.55				7 10.30	7 10.43 7.2		133	75.0	.....UDE..... 4.1	73.5	7 6.50	7 5.43			5.15	7 10.43 5.1					
7 2.00	2.08				7 10.39	7 10.50		138	79.1	K.....KIMBERLY.....D 5.8	66.4	7 6.42	7 5.35			5.00	7 10.20						
7 3.32	2.25				7 10.51	7 11.00		144	84.9	.....ROSSBURD..... 5.1	63.6	7 6.32 7.7	7 5.25			4.45	7 9.55					
7 3.50 4.45	2.55				7 11.05	7 11.12	W	150	91.0	KN.....AITKIN.....DN 4.7	54.5	7 6.21	7 5.16			4.20 7.7	7 9.30 8.10						
7 5.05	3.15				7 11.10	7 11.20		154	95.7	.....CEDAR LAKE..... 5.7	51.8	7 6.11	7 5.05			4.00	7 9.25					
7 5.45	3.45				7 11.21	7 11.30		160	101.4	DO.....DEERWOOD.....DN 5.0	46.1	7 6.02	7 4.55			3.45	7 9.10						
7 6.00	4.05				7 11.48	7 11.40	W	165	105.9	.....KLONDYKE..... 5.0	41.6	7 5.52	7 4.47			3.30	7 8.55					
7 6.20	4.30 3.1				7 11.53M	7 11.49M		170	110.9	.....LOERCH..... 7.2	35.6	7 5.44	7 4.38 6.24			3.05	7 8.20					
A 6.45M	5.00 5.50				7 12.05M 12.20	7 12.01M 12.10	WOOTY	177	118.1	B.....BRAINERD.....DN 4.4	29.4	7 5.30 5.25	7 4.25			2.40 2.00	L 7.00M						
	5.45				7 12.28	7 12.15		181	123.5	.....BAKTER..... 5.8	25.0	7 5.17	7 4.08			2.05						
	6.05				7 12.38	7 12.27		187	128.5	.....SYLVAN..... 3.3	19.2	7 5.08	7 3.58			1.95						
	6.20				7 12.48	7 12.33		191	131.6	PG.....PILLAGER.....D 5.0	15.9	7 5.03	7 3.52			1.15							
	6.40				7 12.58	7 12.41		198	138.0	.....WHEELLOCK..... 3.7	10.9	7 4.54	7 3.45			1.00						
	6.55				7 12.58	7 12.48 6.24	W	199	140.3	MO.....MOTLEY.....DN 4.3	7.2	7 4.48	7 3.42			12.48 4.3							
	7.12				7 1.05	7 12.54		208	144.6	.....HAYDEN..... 2.0	3.0	7 4.40	7 3.35			12.20						
	A 7.20M				A 1.15M	A 1.00M	WOOTY	207	147.5	SO.....STAPLES.....DN 0.0	0.0	L 1.25M	L 8.50M			L 12.05M							
Except Sunday	Daily	Daily	Daily	Daily	Daily	Daily						Daily	Daily	Daily	Daily	Daily	Except Sunday						
10.55	9.50	1.10	0.45	0.32	5.20	4.30						4.25	4.29	0.20	0.40	5.15	9.20						
10.9	14.1	10.0	23.8	26.5	29.1	30.1						31.5	32.1	30.1	29.2	14.8	11.7						
Average Speed per Hour.																							

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

REGISTERING STATIONS—Central Ave., Carlton, Brainerd and Staples.
BULLTIN STATIONS—Central Ave., Carlton, Brainerd and Staples Passenger Depot.
STANDARD CLOCKS—Duluth, Carlton and at Staples Passenger Depot.
DERAIL SWITCHES—See page 6.
YARD LIMITS—Central Avenue, Carlton, McGregor, Brainerd and Staples.

HELPER DISTRICTS—Duluth to Superior.
Junction which at Central Ave. must be left set and locked for the second sub-division.
No. 58 will wait at Staples for No. 8.
No. 66 will wait at Staples for 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 point 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 Class (Third, Second, First), Station, and Time. Includes 'TIME TABLE No. 36, JANUARY 1, 1912' and 'STATIONS'.

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

Main schedule table with columns for Time, Station, and Class. Includes vertical text: 'This train loses both Right and Schedule when 30 minutes or more late.' and '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 Bold Eagle, for trains terminating there. BULLETIN STATIONS.—White Bear, Hinckley, Carlton and Duluth. STANDARD CLOCKS.—White Bear, Hinckley, Carlton, Elm'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. See facing page 2.

No. 723 and 724 between Carlton and Hinckley, No. 725 and 726 between Wyoming and Taylor Falls and No. 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 Train No. (78, 72, 70, 68, 66, 64, 62), Class (First, Second, Third), Station Name, Time, and Direction. Includes special notes for Sundays and specific train details.

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. 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 clearances 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 Subdivision No. 65. See foot notes on page 3.

WESTWARD						SIXTH SUB-DIVISION (CLOUET BRANCH)					EASTWARD					WESTWARD						SEVENTH SUB-DIVISION (MILLER BRANCH)					EASTWARD				
SECOND CLASS			FIRST CLASS			TIME TABLE No. 36. Jan. 1, 1912. Succeeding No. 85-A.	FIRST CLASS		SECOND CLASS			THIRD CLASS			THIRD CLASS			THIRD CLASS			THIRD CLASS										
425	423	421	73	71	75		72	74	422	424	426	735	736			736			736												
MIXED	MIXED	MIXED	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	MIXED	MIXED	MIXED	WAY FRT	WAY FRT			WAY FRT			WAY FRT													
Except Sunday	Except Sunday	Except Sunday	Sunday only	Daily	Except Sunday	Daily	Except Sunday	Except Sunday	Except Sunday	Daily	Tues., Thur. and Sat.	Tues., Thur. and Sat.			Tues., Thur. and Sat.			Tues., Thur. and Sat.													
L 8.05P	L 10.00M	L 8.40M	L 7.46M	L 8.05P	L 1.30P	L 8.50M	L 8.40M	L 12.30P	L 8.10P	L 8.50P	L 10.00M	L 9.55M			L 9.40M			L 9.25M													
8.25	10.20	7.00	7.57	8.17	1.37	8.55	8.55	12.10	8.55	8.57	10.15	10.15			10.15			10.15													
A 8.40M	A 10.55M	A 7.50M	A 8.05M	A 8.25M	A 1.45M	L 8.50M	L 8.50M	L 12.00M	L 4.50P	L 8.50P	A 10.50M	A 10.45M			A 10.45M			A 10.45M													
Except Sunday	Except Sunday	Except Sunday	Sunday only	Daily	Except Sunday	Daily	Except Sunday	Except Sunday	Except Sunday	Daily	Tues., Thur. and Sat.	Tues., Thur. and Sat.			Tues., Thur. and Sat.			Tues., Thur. and Sat.													
0.35	0.35	0.20	0.20	0.20	0.20	0.20	0.20	0.25	0.20	0.20	0.20	0.20			0.20			0.20													
11.1	11.1	7.8	10.8	10.8	19.5	19.5	19.5	16.5	10.5	10.5	12.0	12.0			12.0			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.

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

WESTWARD						EIGHTH SUB-DIVISION (GRANTSBURG BRANCH)					EASTWARD					WESTWARD						NINTH SUB-DIVISION (TAYLORS FALL BRANCH)					EASTWARD				
SECOND CLASS			TIME TABLE No. 36. Jan. 1, 1912. Succeeding No. 85-A.			SECOND CLASS		THIRD CLASS			FIRST CLASS			THIRD CLASS			FIRST CLASS			THIRD CLASS											
419				420		725			79			77			67			88			76			78			726				
MIXED				MIXED		WAY FRT.			PASSENGER			PASSENGER			PASSENGER			PASSENGER			PASSENGER			PASSENGER			PASSENGER				
Except Sunday				Except Sunday		Except Sunday			Except Sunday			Except Sunday			Except Sunday			Except Sunday			Except Sunday			Except Sunday			Except Sunday				
L 12.01P				L 11.30M		L 12.30M			L 3.50M			L 1.10M			L 6.55M			L 11.20M			L 7.30M			L 10.55M			L 3.00P				
12.14				11.05		3.16			1.15			6.55			11.20			7.35			10.55			3.15			2.55				
12.21				10.55		3.11			1.08			6.48			11.10			7.25			10.40			3.05			2.45				
12.28				10.55		3.08			1.05			6.45			11.05			7.20			10.35			3.00			2.40				
A 12.59M				L 10.40M		L 3.00M			L 1.00M			L 7.01M			L 11.50M			L 8.50M			L 10.17M			L 8.15M			L 1.50M				
Except Sunday				Except Sunday		Except Sunday			Except Sunday			Except Sunday			Except Sunday			Except Sunday			Except Sunday			Except Sunday			Except Sunday				
0.41				0.45		1.35			0.65			1.03			1.05			0.55			1.00			0.50			1.30				
18.4				23.5		22.0			18.9			16.9			22.5			20.5			22.5			12.5			12.5				

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.

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

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

WESTWARD						TENTH SUB-DIVISION (CUYUNA NORTHERN RAILWAY)					EASTWARD						
SECOND CLASS			TIME TABLE No. 36. Jan. 1, 1912. Succeeding No. 85-A.			SECOND CLASS		THIRD CLASS			THIRD CLASS			THIRD CLASS			
419				420		725			79			77			67		
MIXED				MIXED		WAY FRT.			PASSENGER			PASSENGER			PASSENGER		
Except Sunday				Except Sunday		Except Sunday			Except Sunday			Except Sunday			Except Sunday		
L 12.01P				L 11.30M		L 12.30M			L 3.50M			L 1.10M			L 6.55M		
12.14				11.05		3.16			1.15			6.55			11.20		
12.21				10.55		3.11			1.08			6.48			11.10		
12.28				10.55		3.08			1.05			6.45			11.05		
A 12.59M				L 10.40M		L 3.00M			L 1.00M			L 7.01M			L 11.50M		
Except Sunday				Except Sunday		Except Sunday			Except Sunday			Except Sunday			Except Sunday		
0.41				0.45		1.35			0.65			1.03			1.05		
18.4				23.5		22.0			18.9			16.9			22.5		

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

SPECIAL RULES.

- No. 1. Engineman will not be required to consult registers except at initial or starting point. See rule 83A, Book of Rules.
- No. 2. Retainers must be used on grades between Iverson and Central Avenue, Carlton and West Duluth Junction, and other grades where in the judgment of the Engineman they are necessary. Conductors are responsible for application of retaining valves on commencement of descent, and for their release at the foot of grade. Such full use of retainers is required as will prevent placing an undue amount of braking on any particular car or cars, and as will afford full opportunity for Engineman to 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 lead 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.

COMMERCIAL SPURS.

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

DERAIL SWITCHES LAKE SUPERIOR DIVISION.

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

Authorized Surgeons—Lake Superior Division

LOCATION OF STRETCHERS (S)

DR. W. COURTNEY, Chief Surgeon, Brainerd Hospital.
 DR. A. W. IDE, Asst. Surgeon, Brainerd Hospital (s).
 Brainerd Shops (s).
 DR. P. A. HOFF, 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. FLONDKE, 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. A. M. LEE, 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, 307 Lowry Annex, St. Paul.
 DR. L. A. NELSON, Oculist, 307 Lowry Annex, 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.

W. H. STRACHAN,
Asst. Superintendent.

L. F. NEWTON,
Trainmaster.

T. B. QUINN,
Trainmaster.

F. E. POTTER,
Chief Dispatcher.

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

TONNAGE RATING FREIGHT ENGINES.

	CLASS OF ENGINES.									
	O 20		E 3 D 2-3		D 5 and 8 10		R & P 3		T	
	50	Cars	65	Cars	70	Cars	75	Cars	80	Cars
Maximum Trains Limit.....										
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, 2d 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, 1st Sub-div.	300	7	500	11	600	14	800	18	950	21
Carlton to Hinckley.....	1300	30	1600	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	38	2000	42	2200	47	2650	66
Central Ave to Iron River..	480	11	650	16	760	17	950	23		
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 as 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, Engineer will designate to conductors the number of tons to be reduced and will wire the Superintendent why the reduction is necessary. It must be distinctly understood that the responsibility for reducing train below rating of engine must be assumed by the Engineer and not by the conductor.

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

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

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

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

