

# NORTHERN PACIFIC RAILWAY COMPANY.

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LAKE SUPERIOR DIVISION

# TIME 36A TABLE

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

**SUNDAY, MARCH 10th, 1912.**

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

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

**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		Watr. Fuel, Grease, Oil, Lubr. and Wye	Station Number	Distance from Ashland	TIME TABLE No. 36-A March 10, 1912 Succeeding No. 88		Distance from Duluth	Car Capacity of Siding	FIRST CLASS		THIRD CLASS			SECOND CLASS		Watr. Fuel, Grease, Oil, Lubr. and Wye	Station Number	Distance from Washburn	TIME TABLE No. 36-A March 10, 1912 Succeeding No. 88		Distance from Iron River	Car Capacity of Siding	SECOND CLASS				
733	731	729	53	51				PASSENGER	PASSENGER			STATIONS	STATIONS	52	54	730	732	734				415	MIXED			416	MIXED			
Way Freight	Way Freight	Way Freight	Daily	Daily	Daily	Daily	Telegraph Offices and Calls	Telegraph Offices and Calls	Daily	Daily	Way Freight	Way Freight	Way Freight	Mon. Wed. and Fri.	Mon. Wed. and Fri.	Tues. Thurs. and Sat.	Mon. Wed. and Fri.	Mon. Wed. and Fri.	Mon. Wed. and Fri.	Mon. Wed. and Fri.	Mon. Wed. and Fri.	Mon. Wed. and Fri.	Mon. Wed. and Fri.	Mon. Wed. and Fri.	Mon. Wed. and Fri.	Mon. Wed. and Fri.	Mon. Wed. and Fri.			
L 7.30M	L 7.30M		L 3.45PM	L 3.45PM	WO 01	0	AD. ASHLAND C. & N. W. Ry. Crossing.	AD. ASHLAND C. & N. W. Ry. Crossing.	75.5	160		A 6.55PM	A 11.00M		A 6.10PM	A 1.40PM		L 2.00PM	WD 24	0.0	WASHBURN 3.5	34.0	40	A 11.50PM						
I 7.45	I 7.45		8.55	8.55		8	ASHLAND JUNCTION C. St. P. M. & O. Ry. Crossing.	ASHLAND JUNCTION C. St. P. M. & O. Ry. Crossing.	71.0	None		8.44	10.48		8.50	1.20		I 2.15	WD 31	3.5	ENOE 6.5	30.5		I 11.50						
I 8.05	I 8.05		9.05	9.07		10	MOQUAH 0.1	MOQUAH 0.1	65.4	32		9.38	10.30		9.55	1.05		I 2.35	WD 24	10.0	ENDERLINE 4.2	24.0	28	I 11.32						
I 8.25	I 8.25		9.15	9.10		16	INO 2.0	INO 2.0	59.3	31		9.22	10.22		9.15	12.48		I 2.49	WD 20	14.2	HEAD QUARTERS 8.5	19.5	Spur 20	I 11.18						
I 8.35	I 8.35					19	SPIDER 5.4	SPIDER 5.4	57.3						9.10	12.40		8.09	W 14	20.0	LINAWEE 4.0	14.0	45	8.59						
I 8.50	I 8.50		9.30	9.22		24	TOPSIDE 4.7	TOPSIDE 4.7	61.9	32		9.07	10.08		9.55	12.25		I 3.24	WD 10	24.0	CODA 1.9	10.0	30	I 10.45						
9.05-10.10	A 9.05M	L 10.30M	9.40	9.40	YW 28	28.3	IRON RIVER 4.0	IRON RIVER 4.0	47.2	100		9.59	9.58	A 9.20M	L 4.40M	12.10M		I 3.30	WD 25	25.0	SLOW BRIDGE 3.9	8.1	Spur	I 10.38						
I 10.15		I 10.45	9.48	9.48		32	MUSKOGEE 2.5	MUSKOGEE 2.5	43.2	31		9.49	9.48	I 9.00		11.00		I 3.40	WD 8	29.8	BEHA 4.2	4.2	39	I 10.25						
I 10.35		I 10.55	9.54	9.54		33	PEARSON 1.3	PEARSON 1.3	40.6	16		9.48	9.48	I 8.40		10.45		A 4.00PM	WY 28	34.0	IRON RIVER 0.0	0.0		L 10.10M						
10.35-10.38		11.15	9.59	9.59		36	DRULE 6.0	DRULE 6.0	39.3	69		9.40	9.39	8.80		10.35		Mon. Wed. and Fri.												
I 11.10		I 11.05	10.08	10.10		41	BLUEBERRY 2.7	BLUEBERRY 2.7	34.3	34		9.22	9.22	I 8.00		10.10		2.00							1.49					
I 11.25		11.55M	10.14	10.18		44	MAPLE 1.6	MAPLE 1.6	31.6	18		9.25	9.20	I 7.45		9.45		17.0												
I 11.35		11.05PM	10.20	10.20		46	WICHE 2.6	WICHE 2.6	30.1	28		9.20	9.15	I 7.15		9.15		Time Over Sub-Division												
I 11.50M		11.20	10.25	10.25		48	POPLAR 2.1	POPLAR 2.1	27.6	23		9.19	9.07	I 7.05		8.60		Average Speed Per Hour												
I 12.05PM		11.35	10.30	10.30		50	WENTWORTH 3.2	WENTWORTH 3.2	25.4	25		9.05	8.59	I 6.40		8.00														
I 12.25		11.55	10.40	10.40		63	AMNICO 3.2	AMNICO 3.2	22.3			8.50	8.48	I 6.15		8.05														
A 12.45PM		11.55M	10.45	10.45		67	CUTTER 4.8	CUTTER 4.8	19.0	26		8.45	8.48	I 6.15		8.05														
		11.55M	10.50	11.00M		81	ALLOUEZ N. W. C. Ry. and G. N. Ry. Crossing.	ALLOUEZ N. W. C. Ry. and G. N. Ry. Crossing.	14.2	70		8.35	8.35																	
		11.55M	10.50	11.00M		83	EAST END C. St. P. M. & O. Ry. Crossing.	EAST END C. St. P. M. & O. Ry. Crossing.	13.3	600		8.35	8.35	L 5.45M		L 7.45M														

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

A 8.30PM	A 9.00PM	A 6.30PM	A 11.40M	WCO TY	WB 71	75.5	DU.....DULUTH.....DN	0.0	L 4.00PM	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.	Tues. Thurs. and Sat.
5.15	1.35	2.45	2.13	3.15					2.25	2.25	8.35	5.35
12.0	17.8	12.7	25.3	26.1					26.2	26.2	10.0	10.0
												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

THIRD CLASS		SECOND CLASS		FIRST CLASS				Way, Ticket, Baggage, and Freight	Station Numbers	Distance from Duluth	TIME TABLE No. 36-A March 10, 1912. Succeeding No. 30				Distance from Duluth	Cap. Capacity of Building	FIRST CLASS				THIRD CLASS	
727	623	625	65	63	57	55	56				58	64	66	624			728					
WAY FREIGHT Except Sunday	FREIGHT Daily	FREIGHT Daily	PASSENGER Daily	PASSENGER Daily	PASSENGER Daily	PASSENGER Daily	PASSENGER Daily				PASSENGER Daily	PASSENGER Daily	PASSENGER Daily	FREIGHT Daily			WAY FREIGHT Except Sunday					
L 6.00M	L 8.05PM	L 6.00PM	L 11.10PM	L 1.55PM	L 7.30PM	L 8.05AM	WCOTY	W 71	0.0	DU.....DULUTH.....DN 5.3	147.5	A 6.25PM	A 8.16AM	A 6.55PM	A 6.30AM	A 6.10PM						

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

L 7.50M	L 9.40PM	L 7.10PM	L 11.50PM	L 8.30PM	L 7.55PM	L 8.30AM	WY	67	8.3	AL.....CENTRAL AVE.....DN G. N. Ry. Crossing. 2.4	139.2	8.0	A 6.00PM	A 7.50AM	A 6.10PM	A 6.45AM	A 4.20PM
I 8.00	9.48	7.15	11.55PM	8.34	I 8.01	I 8.05		691	10.7	.....POKEOAMA..... 4.0	136.8	76	I 5.54	I 7.44	6.10	6.40	I 4.10
I 8.18	10.05	7.30	12.00M	8.40	I 8.13	I 8.44		74	16.3	.....WALBRIDGE..... 3.2	132.2	42	I 5.44	I 7.33	6.00	6.00	I 3.55
I 8.25	10.20	7.49	12.15	8.45	8.28	8.51		781	18.5	.....STATE LINE..... G. N. Ry. Crossing. 1.5	129.0		5.37	7.27	6.01	5.24	8.48
I 8.30	10.28	7.50	12.20	8.48	I 8.28	I 8.54		79	20.1	.....DARKER..... 3.0	127.4	43	I 5.34	I 7.25	5.59	5.21	I 8.40
A 9.02	10.40	8.05	I 12.28	8.53	A 8.34	A 9.02		82	23.1	WQ.....WRENSHALL.....DN 4.1	124.4	71	A 5.28	A 7.10	5.55	I 5.14	A 8.00
A 9.55	11.15	A 8.20M	A 12.38M	A 9.00M	A 8.49	A 9.15	WYUC	86	27.2	UN.....CARLTON.....DN Third Sub-Division Crossing. 5.1	120.3		A 5.20	A 7.10	L 5.49PM	L 5.05AM	A 8.15PM
I 10.20	11.35			I 9.09	I 9.25	I 9.25		91	32.3	.....IVERSON..... 4.8	115.3	45	I 5.10	I 7.00			I 1.55
A 10.50	11.55PM			A 9.11	A 9.25	A 9.25	Y	96	37.1	SA.....SAWYER.....D 5.5	110.4	108	A 5.01	A 6.52			7.45
I 11.10	12.10M			I 9.28	I 9.45	I 9.45		102	42.6	.....CORONA..... 5.4	103.0	79	I 4.40	I 6.42			7.25
A 11.50M	12.25			A 9.38	A 9.55	A 9.55	W	103	49.0	CM.....CROMWELL.....DN 0.0	96.6	80	A 4.30	A 6.32			7.10
A 12.40M	12.40			A 9.50	A 10.08	A 10.08		114	55.0	WT.....WRIGHT.....D 6.1	92.5	82	A 4.28	A 6.20			6.50
A 1.05	12.55			A 10.02	A 10.18	A 10.18		120	61.1	TK.....TAMARACK.....D 4.9	86.4	80	A 4.16	A 6.10			12.40
I 1.25	1.10			I 10.11	I 10.24	I 10.24		125	66.0	.....GRAYLING..... 4.2	81.5	80	I 4.07	I 6.02			11.45M
A 1.40	1.40			A 10.20	A 10.35	A 10.35	YWO	129	70.2	MO.....MC GREGOR.....DN M. St. P. & S. Ry. M. Crossing. 4.5	77.3	148	A 3.59	A 5.54			6.00
I 2.00	1.55			I 10.30	I 10.43	I 10.43		133	75.0	.....LDB..... 4.1	72.5	80	I 3.50	I 5.43			5.15
A 2.00	2.08			A 10.39	A 10.50	A 10.50		138	79.1	K.....KINDERLY.....D 5.5	68.4	48	A 3.49	I 5.30			5.00
I 3.32	2.25			I 10.51	I 11.00	I 11.00		144	84.9	.....ROSSDURG..... 6.1	62.6	80	I 3.32	I 5.28			4.45
A 3.50	2.55			A 11.05	A 11.12	A 11.12	W	160	91.0	KN.....ATKIN.....DN 4.7	56.5	148	A 3.21	A 5.16			4.20
I 5.05	0.15			I 11.18	I 11.30	I 11.30		155	95.7	.....CEDAR LAKE..... 5.7	51.8	79	I 3.11	I 5.05			4.00
A 5.45	0.40			A 11.31	A 11.30	A 11.30		160	101.4	DO.....DEERWOOD.....DN 4.5	46.1	103	A 3.02	A 4.56			3.45
I 6.00	4.05			I 11.43	I 11.40	I 11.40	W	155	105.9	.....KLONDYKE..... 5.0	41.6	79	I 2.58	I 4.47			3.00
I 6.20	4.38			I 11.53PM	I 11.40M	I 11.40M		170	110.9	.....LOERCH..... 7.2	36.6	80	I 2.44	I 4.36			2.05
A 6.40PM	5.00			A 12.08M	A 12.10	A 12.10	WCOTY	177	118.1	B.....DRAINERD.....DN 4.4	29.4		A 2.30M	A 4.20			2.40
	5.48			I 12.28	I 12.18	I 12.18		181	122.5	.....BAXTER..... 5.8	25.0	81	I 2.17	I 4.08			1.45
	6.05			I 12.38	I 12.27	I 12.27		187	125.3	.....SVLVAN..... 3.8	19.2	71	I 2.08	I 3.58			1.25
	6.20			I 12.43	A 12.33	A 12.33		191	131.6	PG.....PILLAGER.....D 5.0	16.9	80	A 2.03	I 3.58			1.15
	6.40			I 12.52	I 12.41	I 12.41		198	136.6	.....WHEELLOCK..... 3.7	10.9	83	I 1.54	I 3.40			1.00
	6.55			A 12.58	A 12.48	A 12.48	W	199	140.3	MO.....MOTLEY.....DN 4.2	7.2	130	A 1.48	A 3.42			12.48
	7.12			I 1.05	I 12.54	I 12.54		203	144.5	.....HAYDEN..... 3.0	3.0	80	I 1.40	I 3.35			12.30
	A 7.30M			A 1.15M	A 1.00M	A 1.00M	WCOTY	207	147.5	SO.....STAPLES.....DN 0.0	0.0		L 1.35PM	L 3.00M			L 12.05PM
Except Sunday	Daily	Daily	Daily	Daily	Daily	Daily							Daily	Daily	Daily	Daily	Daily
10.45	9.30	1.10	0.45	0.31	5.20	4.30				Time Over Sub-Division.			4.25	4.20	0.23	0.40	8.10
10.0	14.1	16.0	23.6	36.6	36.1	30.9				Average Speed per Hour.			31.5	23.1	29.0	26.3	14.8

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

REGISTERING STATIONS—Central Ave., Carlton, Brainerd and Staples.  
 BULLETIN STATIONS—General Ave., Carlton, Brainerd and Staples (Passenger Depot).  
 No. 62 and 64 will register at Central Ave. by ticket.  
 STANDARD CLOCKS—Duluth, Carlton and at Staples Passenger Depot.  
 HERALD SWITCHES—See page 6.  
 YARD LIMITS—Central Avenue, Carlton, McGregor, Atkin, Brainerd and Staples.

HELPER DISTRICTS—Duluth to Sawyer.  
 Junction switch at Central Ave. must be left set and locked for the second sub-division.  
 No. 25 will wait at Staples for No. 5.  
 No. 50 will wait at Staples for No. 6.  
 Between Carlton and Brainerd Nos. 727 and 728 are permitted to carry adult male passengers, when provided with proper transportation from and to points at which these trains stop for other purposes.

DOUBLE TRACK EXTENDS FROM STATE LINE TO WALBRIDGE.  
 All trains will keep to right. Trains meeting on double track must be positively identified. Switch at Walbridge will be hand set and locked for westward track. Switch at State Line is hand set from tower.  
 Maximum speed of passenger trains is one minute or sixty seconds per mile. This limit must never be exceeded.





WESTWARD

SIXTH SUB-DIVISION  
(CLOQUET BRANCH)

EASTWARD

WESTWARD

SEVENTH SUB-DIVISION  
(MILLER BRANCH)

EASTWARD

SECOND CLASS			FIRST CLASS			Water, Fuel, Grease, Turn Tables and Wye	Station Numbers	Distance from Carlton	Car Capacity of Engine	TIME TABLE No. 36-A March 10, 1912. Succeeding No. 80.				
MIXED	MIXED	MIXED	PASSENGER	PASSENGER	PASSENGER					STATIONS				
Except Sunday	Except Sunday	Except Sunday	Sunday only	Daily	Except Sunday	DN	80	0.0	6.8	Telegraph Offices and Calls				
L 8.05M	L 10.00M	L 6.40M	L 7.45M	L 6.05M	L 1.25M	DN	80	0.0	6.8	.....CARLTON.....UN 3.8				
8.05	10.00	7.00	7.57	6.17	1.37	DN	10	3.8	2.7	.....SCANLON.....SN 2.7				
A 8.40M	A 10.35M	A 7.50M	A 8.05M	A 6.25M	A 1.45M	WO	10	7.6	0.0	.....CLOQUET.....CO 0.0				
Except Sunday	Except Sunday	Except Sunday	Sunday only	Daily	Except Sunday					Time Over Sub-division				
0.35	0.35	0.60	0.20	0.20	0.20					Average Speed per Hour				
11.1	11.1	7.8	10.5	10.5	10.5					10.5 10.5 10.0 10.5 10.5				

THIRD CLASS			Water, Fuel, Grease, Turn Tables and Wye	Station Numbers	Distance from Quilley	Car Capacity of Engine	TIME TABLE No. 36-A March 10, 1912. Succeeding No. 80.				
WAY FRT							STATIONS				
Tue., Thur. and Sat.	Tue., Thur. and Sat.	Tue., Thur. and Sat.	DN	735	0.0	6.0	Telegraph Offices and Calls				
L 1.10 PM	L 1.10 PM	L 1.10 PM	DN	735	0.0	6.0	.....QUARRY.....3.0				
1.10	1.10	1.10	DN	735	0.0	6.0	.....GOVERNMENT ROAD CROSSING.....3.0				
A 1.40 PM	A 1.40 PM	A 1.40 PM	DN	735	0.0	6.0	.....GRONINGEN.....4.0				
Except Sunday	Except Sunday	Except Sunday					Time Over Sub-division				
0.30	0.30	0.30					Average Speed per Hour				
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.

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.

WESTWARD EIGHTH SUB-DIVISION  
(GRANTSBURG BRANCH) EASTWARD

WESTWARD NINTH SUB-DIVISION  
(TAYLORS FALL BRANCH) EASTWARD

SECOND CLASS			Water, Fuel, Grease, Turn Tables and Wye	Station Numbers	Distance from Grantsburg	Car Capacity of Engine	TIME TABLE No. 36-A March 10, 1912. Succeeding No. 80.				
MIXED							STATIONS				
Except Sunday	Except Sunday	Except Sunday	DN	419	0.0	17.0	Telegraph Offices and Calls				
L 12.01M	L 12.01M	L 12.01M	DN	419	0.0	17.0	.....GRANTSBURG.....8.5				
12.14	12.14	12.14	DN	419	0.0	10.5	.....LINDY SPRING.....3.5				
12.21	12.21	12.21	DN	419	0.0	6.7	.....DENSON.....1.7				
12.30	12.30	12.30	DN	419	0.0	8.0	.....ST. CROIX RIVER.....8.0				
A 12.52M	A 12.52M	A 12.52M	DN	419	0.0	12.0	.....RUSH CITY.....RC 0.0				
Except Sunday	Except Sunday	Except Sunday					Time Over Sub-division				
0.51	0.51	0.51					Average Speed per Hour				
18.4	18.4	18.4					22.6				

THIRD CLASS			FIRST CLASS			Water, Fuel, Grease, Turn Tables and Wye	Station Numbers	Distance from Taylors Falls	Car Capacity of Engine	TIME TABLE No. 36-A March 10, 1912. Succeeding No. 80.				
WAY FRT.			PASSENGER	PASSENGER	PASSENGER					STATIONS				
Except Sunday	Except Sunday	Except Sunday	Sunday only	Except Sunday	Except Sunday	DN	725	0.0	20.0	Telegraph Offices and Calls				
L 3.10M	L 3.10M	L 3.10M	L 3.10M	L 3.10M	L 3.10M	DN	725	0.0	20.0	.....TAYLOR'S FALLS YARD.....0.8				
3.15	3.15	3.15	3.15	3.15	3.15	DN	725	0.0	20.0	.....TAYLOR'S FALLS.....FA 8.0				
3.21	3.21	3.21	3.21	3.21	3.21	DN	725	0.0	20.0	.....FRANCONIA.....17.0				
3.28	3.28	3.28	3.28	3.28	3.28	DN	725	0.0	20.0	.....SHAFERS.....SI 14.0				
3.35	3.35	3.35	3.35	3.35	3.35	DN	725	0.0	20.0	.....CENTRE CITY.....CN 10.7				
3.42	3.42	3.42	3.42	3.42	3.42	DN	725	0.0	20.0	.....LINDSTROM.....MC 9.0				
3.49	3.49	3.49	3.49	3.49	3.49	DN	725	0.0	20.0	.....CHISHAM CITY.....GO 6.8				
3.56	3.56	3.56	3.56	3.56	3.56	DN	725	0.0	20.0	.....WYOMING.....WY 0.0				
4.03	4.03	4.03	4.03	4.03	4.03	DN	725	0.0	20.0	Time Over Sub-division				
4.10	4.10	4.10	4.10	4.10	4.10	DN	725	0.0	20.0	Average Speed per Hour				
11.1	11.1	11.1	11.1	11.1	11.1	DN	725	0.0	20.0	22.3 20.5 22.8 12.6				

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

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

REGISTERING STATIONS—Rush City and Grantsburg.

REGISTERING STATIONS—Wyoming and Taylors Falls. Passenger trains will stop on flag at Russell Bench.

WESTWARD TENTH SUB-DIVISION  
(CUYUNA NORTHERN RAILWAY) EASTWARD

SPECIAL RULES.

SECOND CLASS			Water, Fuel, Grease, Turn Tables and Wye	Station Numbers	Distance from Orland	Car Capacity of Engine	TIME TABLE No. 36-A March 10, 1912. Succeeding No. 80.				
MIXED							STATIONS				
Except Sunday	Except Sunday	Except Sunday	DN	100	0.0	3.8	Telegraph Offices and Calls				
L 10.00M	L 10.00M	L 10.00M	DN	100	0.0	3.8	.....DEERWOOD.....10 3.8				
10.00	10.00	10.00	DN	100	0.0	0.0	.....ORLANDS.....0.0				
Except Sunday	Except Sunday	Except Sunday					Time Over Sub-division				
0.30	0.30	0.30					Average Speed per Hour				
11.1	11.1	11.1					11.1				

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

- No. 1. Engine man 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 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. 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	Zenith 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 Paving Track.	East End.	Bald Eagle.....	Wyn 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.	Stacy.....	House Track.....	West End.
Wiehe.....	Passing Track.....	East End.				Friceland.....	Loading Track.....	West End.
Poplar.....	Passing Track.....	West End.				Scanlon.....	Transfer Track.....	West End.
Westworth.....	Passing Track.....	East End.				Brownell.....	Passing Track.....	East End.
Washburn.....	Omaha Transfer.....	East End.				Mill 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, 400 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. 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). Central Avenue (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 employees or passengers. In cases of sickness it is the intention to limit medical services 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 services 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.									
	C 20		E 3 D 2-3		D 5 and S 10		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	10	900	20	—	—
Iron River to Central Ave. ....	550	13	700	16	800	16	1000	23	—	—
Duluth to Sawyer, 2nd Sub-dir. ....	500	12	700	16	800	18	1000	23	1160	20
Sawyer to Brainerd.....	1000	23	1400	32	1600	30	2000	45	2300	52
Brainerd to Staples.....	1200	28	1800	41	2000	45	2300	52	2600	58
Duluth to Carlton, 3rd Sub-dir. ....	300	7	500	11	600	14	800	18	950	21
Carlton to Hinckley.....	1300	30	1500	34	1700	30	2000	45	2300	52
Hinckley to White Bear....	1400	32	1600	30	2000	45	2300	52	2600	58
East Bound. ....										
Staples to Duluth.....	1350	28	1760	36	2000	42	2200	47	2650	56
Central Ave to Iron River..	480	11	650	16	760	17	950	22	—	—
Iron River to Ashland.....	650	15	810	19	940	21	1150	27	—	—
White Bear to Hinckley....	1300	32	1700	41	1900	46	2200	53	2500	60
Hinckley to Groningen.....	1000	25	1400	34	1450	35	1750	43	2050	50
Groningen to Duluth.....	1300	32	1700	41	1900	46	2200	53	2500	60

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

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

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

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

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

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

Reduction rating—5% between 30 above and 20 above; 10% between 20 and 10 above zero; 16% between 10 above and 10 below zero; 25% when temperature is below 10 below zero.

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

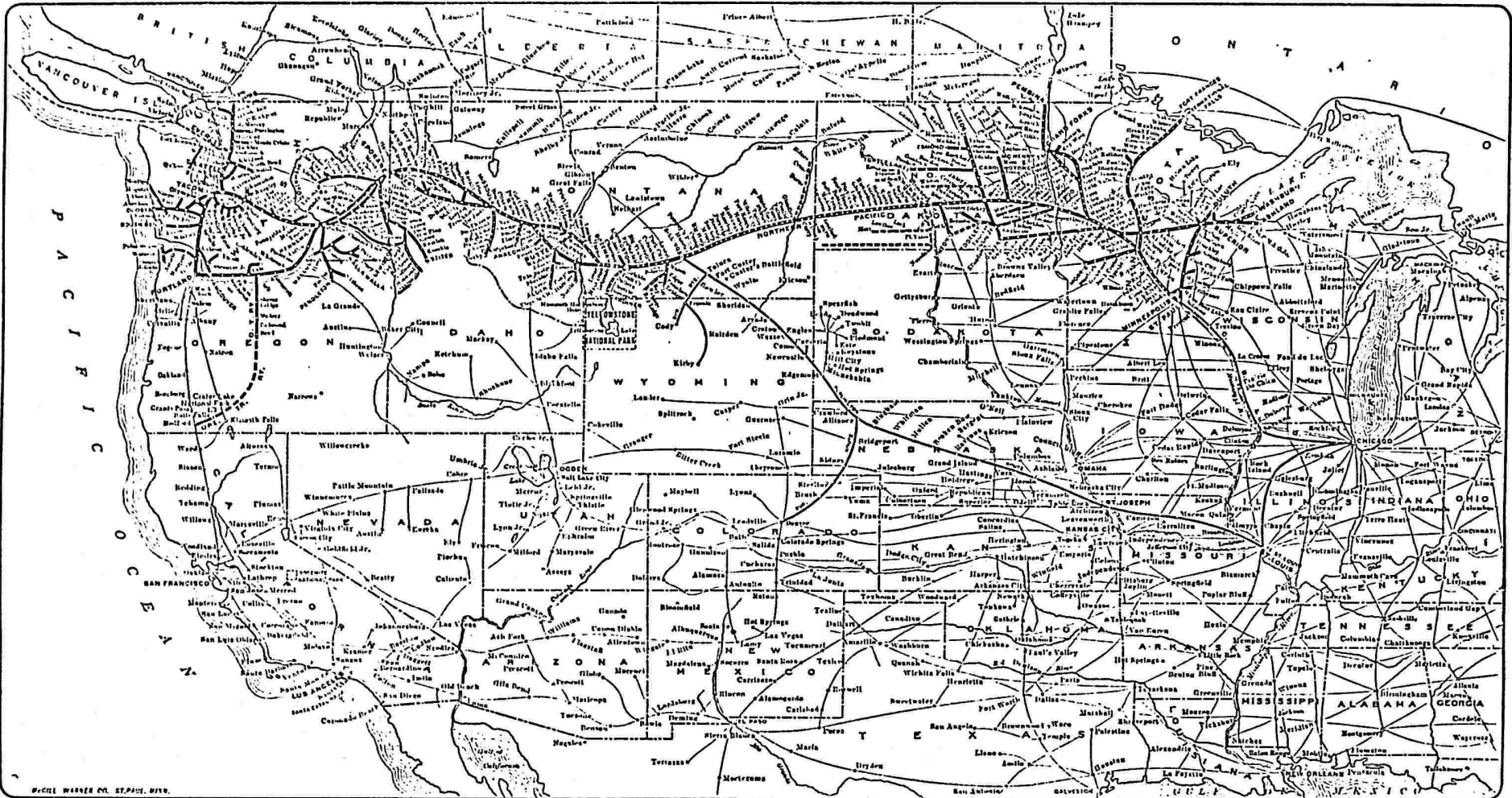
This rating is made to govern ruling grades only, and will in no manner interfere with the handling of additional tonnage where the grades will permit.

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

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

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

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





N O R T H E R N P A C I F I C R A I L W A Y C O M P A N Y

Office of the Division Superintendent.

22 Duluth, Minn., April 30th, 1912.

Bulletin N<sup>o</sup>.1379.

ALL CONCERNED:

Effective at once trains 63 and 64 will discontinue making Sunday stop at Willow River. Agents will please see that no tickets are sold to this point for the above trains.

E.M.Nicoles,

Superintendent.

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Mr. E.M.Nicoles,

Superintendent, Duluth.

Your Bulletin N<sup>o</sup>.1379 received and posted.

Name \_\_\_\_\_ Date \_\_\_\_\_ Occupation \_\_\_\_\_ Station \_\_\_\_\_