

NORTHERN PACIFIC RAILWAY COMPANY.

LAKE SUPERIOR DIVISION

TIME 360 TABLE

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

SUNDAY, SEPTEMBER 22nd, 1912.

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

G. A. GOODELL,
General Manager.

C. L. NICHOLS,
General Superintendent.

P. H. McCAULEY,
Superintendent of Transportation.

A. V. BROWN,
Superintendent.

WESTWARD

**FIRST SUB-DIVISION
(MAIN LINE)**

EASTWARD

THIRD CLASS			FIRST CLASS		Station Numbers	Distance from Ashland	TIME TABLE No. 36-C Sept. 22, 1912 Succeeding No. 86-B.		Distance from Duluth	Car Capacity at Duluth	FIRST CLASS		THIRD CLASS		
733	731	729	53	51			STATIONS	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	Water, Fuel, Boats, Turn Tables and Types	Telegraph Offices and Calls	PASSENGER Daily	PASSENGER Daily	Mon. Wed. and Fri.	Mon. Wed. and Fri.	Mon. Wed. and Fri.	Mon. Wed. and Fri.	Tues. Thurs. and Sat.	Tues. Thurs. and Sat.	
L 7.80M	L 7.80M		L 8.45M	L 8.45M	WO OT	AD.....ASHLAND.....D C. & N.W. Ry. Crossing. 0.1			75.5	180	A 6.55M	A 11.00M		A 6.10M	A 1.40M
			A 8.55	A 8.55		.....ASHLAND JUNCTION.....D C. St. P. M. & O. Ry. Crossing. 5.8			71.0	None	A 6.44	A 10.48		A 6.00	A 1.20
			I 8.05	I 8.05		.....MOQUAH.....D 6.1			65.4	23	I 6.38	I 10.56		I 5.05	I 1.05
			I 8.25	I 8.25		.....INDO.....D 7.0			59.3	20	I 6.38	I 10.28		I 5.15	I 12.48
			I 8.55	I 8.55		.....SPIDER.....D 8.4			57.8		I	I		I 5.10	I 12.40
			I 8.50	I 8.50		.....TOPSIDE.....D 8.7			51.0	20	I 6.07	I 10.08		I 4.55	I 12.25
A 9.05M 10.00	A 9.05M 81	L 10.50M	A 4.40 723	A 9.40 731-733-730	YW	RV.....IRON RIVER.....D 6.0			47.3	80	A 5.59	A 9.58 733	A 9.20M 81	L 4.40M 53	A 10.10M 11.15M
I 10.15		I 10.45	I 4.48	I 9.48 84		.....MUSKEG.....D 7.0			43.3	80	I 5.49	I 9.48 81	I 9.00		I 11.00
I 10.25		I 10.55	I 4.54	I 9.54		.....PEARSON.....D 1.3			40.8	15	I 5.43	I 9.43	I 8.40		I 10.45
10.35 10.35	734		I 11.15	A 9.59		.....BRULE.....D 2.0			39.3	25	A 5.40	A 9.38	A 8.80		A 10.35 733
I 11.10		I 11.35	I 8.08	I 10.10 734		.....BLUEBERRY.....D 2.7			34.3	25	I 5.33	I 9.36	I 8.00		I 10.10 51
I 11.25		I 11.55M	A 5.14	A 10.18		.....MAPLE.....D 3.1			31.6	15	A 5.25	A 9.20	I 7.45		I 9.45
I 11.35		I 12.05M	I 5.20	I 10.20		.....WISHE.....D 3.1			30.1	26	I 5.20	I 9.15 734	I 7.15		I 9.15 84
I 11.50M		I 12.20	A 5.25	A 10.25	W	.....POPLAR.....D 3.1			27.8	30	A 5.13	A 9.07	I 7.05		I 8.50
I 12.05M		I 12.35	I 5.30	I 10.30		.....WENTWORTH.....D 3.2			23.4	23	I 5.05	I 8.59	I 6.40		I 8.20
		I 12.55	I 5.40	I 10.40		.....AMNICON FALLS.....D 3.3			22.2						
		I 12.55	I 5.40	I 10.40		.....CUTLER.....D 4.8			19.0	23	I 4.50	I 8.48	I 6.15		I 8.05
						.....ALLOUEZ.....D 5.0			14.2	70					
A 12.45M		A 1.15M	A 5.55M	A 11.00M	WOY	SP.....EAST END.....D C. St. P. M. & O. Ry. Crossing. 5.0			12.2	800	L 4.55M	L 8.55M	L 5.45M		L 7.45M

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

A 8.30M		A 8.00M	A 6.80M	A 11.40M	WCO TY	WB 71	75.5	DU.....DULUTH.....DN	0.0		L 4.00M	L 8.00M	L 4.00M		L 6.05M
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.
8.15	1.35	2.40	3.15	3.15				Time Over Sub-division			3.25	3.25	3.35	1.25	5.55
12.0	17.8	12.7	22.3	22.1				Average Speed Per Hour			22.2	22.2	10.0	19.2	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

**FIFTH SUB-DIVISION
(WASHBURN BRANCH)**

EASTWARD

SECOND CLASS		Station Numbers	Distance from Washburn	TIME TABLE No. 36-C Sept. 22, 1912 Succeeding No. 86-B.		Distance from Iron River	Car Capacity at Duluth	SECOND CLASS	
415	MIXED			416	MIXED				
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 8.00M	WCY	WD 34	0.0	.....WASHBURN.....D 2.5	34.0	40	A 11.59M	
I 8.15		WD 31	2.5	.....ENGOE.....D 6.5	30.5		I 11.50	
I 8.25		WD 34	10.0	.....ENDERLINE.....D 4.3	34.0	25	I 11.25	
I 8.40		WD 30	14.3	.....HEAD QUARTERS.....D 5.1	19.8	Spur 20	I 11.15	
A 8.09	W	WD 14	20.0	.....LENAWEE.....D 4.0	14.0	45	A 10.59	
I 8.24		WD 10	34.0	.....CODA.....D 1.9	10.0	30	I 10.45	
I 8.80		WD 6	35.8	.....SLOW BRIDGE.....D 1.9	8.1	Spur	I 10.88	
I 8.45		WD 4	39.8	.....BENA.....D 4.3	4.2	39	I 10.25	
A 4.00M	WY	WD 28	34.0	RV.....IRON RIVER.....D 0.0	0.0		L 10.10M		
Mon. Wed. and Fri. 1.00				Time Over Sub-division			Mon. Wed. and Fri. 1.40		
17.0				Average Speed Per Hour			15.3		

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				Water Fuel, Scales, Turn Tables and Wye	Station Numbers	Distance from Duluth	TIME TABLE No. 36-C September 22, 1912. Succeeding No. 86-D.		Distance from Staples	Capacity of Sidings	FIRST CLASS				THIRD CLASS	
727	623	625	65	63	57	55	STATIONS				56	58			64	66	624	728		
WAY FREIGHT Except Sunday	FREIGHT Daily	FREIGHT Daily	PASSENGER Daily	PASSENGER Daily	PASSENGER Daily	PASSENGER Daily	Telephone Offices and Calls.				PASSENGER Daily	PASSENGER Daily			PASSENGER Daily	PASSENGER Daily	FREIGHT Daily	WAY FREIGHT Except Sunday		
L 6.50M	L 8.05M	L 6.00M	L 11.10M	L 1.55M	L 7.50M	L 8.05M	WOOTY	WB 71	0.0	DU.....DULUTH.....DN 8.3	147.5	A 6.25M	A 8.15M	A 6.55M	A 6.50M	A 6.10M				
BETWEEN CENTRAL AVE. AND DULUTH TRAINS WILL BE GOVERNED BY DULUTH AND SUPERIOR TERMINALS TIME TABLE																				
L 7.50M	L 9.10M	L 7.10M	L 11.50M	L 8.50M	L 7.55M	L 8.30M	WY	87	8.3	AL.....CENTRAL AVE.....DN G. N. Ry. Crossing. 2.4	139.3	A 6.00M	A 7.50M 727	A 6.18M	A 6.45M	A 6.40M				
7 8.00	9.40	7.15	11.55M	9.34	7 8.01	7 8.35		89A	10.7	.....POKEGAMA..... 4.5	138.8	7 5.54	7 7.44	6.18	5.40	7 4.10			
7 8.18	10.08	7.30	12.00M	9.40	7 8.18	7 8.46		74	15.3	.....WALBRIDGE..... 3.2	133.3	7 5.44	7 7.38	6.08	5.30	7 5.55			
7 8.35	10.20	7.43	12.15	9.45	8.23	8.51		75B	18.5	.....STATE LINE..... G. N. Ry. Crossing. 1.5	129.0	7 5.37	7 7.27	6.01	5.24	7 5.48			
7 8.50	10.35	7.50	12.30	9.48	7 8.28	7 8.54		77	20.1	.....BARKER..... 3.0	127.4	7 5.34	7 7.25	5.59	5.21	7 5.40			
7 9.02	10.40	8.05	12.35	9.53	7 8.34	7 9.02 727		82	23.1	WQ.....WRENSHALL.....DN 4.1	124.4	7 5.28	7 7.19	5.55	5.14	7 5.80				
7 9.25 10.00	11.15	A 8.20M 87	A 12.38M	A 3.00M 728	7 8.49 824 625	7 9.15	WYOO	80	27.3	UN.....CARLTON.....DN Third Sub-division Crossing. 5.1	120.3	7 5.20	7 7.10	L 5.49M	L 5.05M	A 6.15M 3.00 2.10				
7 10.20	11.35				7 9.08	7 9.35		91	32.3	.....IVERSON.....	115.3	7 5.10	7 7.00		8.00	7 1.55			
7 10.30	11.55M				7 9.11	7 9.35	Y	95	37.1	SA.....SAWYER.....D 6.5	110.4	7 5.01	7 6.52		7.45	7 1.40				
7 11.10	12.10M				7 9.25	7 9.48		102	43.5	.....CORONA..... 5.5	103.9	7 4.49	7 6.42		7.25	7 1.20			
7 11.50M	12.25				7 9.35	7 9.58	W	105	49.0	CM.....CROWWELL.....DN 6.0	95.5	7 4.39	7 6.32		7.10	7 1.05				
7 12.40M 728	12.40				7 9.50	7 10.08		114	55.0	WT.....WRIGHT.....D 5.1	82.5	7 4.28	7 6.20		6.50	7 12.40 727				
7 1.05	12.55				7 10.08	7 10.16		120	61.1	TK.....TAMARACK.....D 4.9	82.4	7 4.18	7 6.10		6.30	7 12.15M				
7 1.25	1.10				7 10.17	7 10.24		123	66.0	.....GRAVING..... 4.2	81.5	7 4.07	7 6.02		6.15	7 11.45M			
7 1.40 9.15	1.40				7 10.20	7 10.25	WYO	123	70.2	MG.....MCGREGOR.....DN M. St. P. & S. St. M. Crossing. 4.5	77.8	7 3.59	7 5.54		6.00	7 11.20				
7 1.50	1.55				7 10.30	7 10.43 728		132	75.0	.....UDB..... 4.1	73.5	7 3.50	7 5.48		5.15	7 10.43 61			
7 2.00	2.05				7 10.35	7 10.50		138	79.1	K.....KIMBERLY.....D 3.5	68.4	7 3.48	7 5.38		5.00	7 10.20				
7 3.32 85	2.25				7 10.51	7 11.00		144	84.5	.....ROSSBURG.....	63.6	7 3.32 727	7 5.28		4.45	7 9.55			
7 3.50 4.45 624	2.55				7 11.05	7 11.15	W	150	91.0	KN.....AITKIN.....DN 5.7	55.5	7 3.21 76	7 5.15		4.20 727	7 9.30 5.40				
7 4.05	3.15				7 11.15	7 11.20		155	95.7	.....CEDAR LAKE..... 5.7	51.5	7 3.11	7 5.05		4.00	7 8.25			
7 4.45	3.45				7 11.21	7 11.30		160	101.4	DO.....DEERWOOD.....DN 4.5	48.1	7 3.02	7 4.55		3.45	7 8.10				
7 5.00	4.05				7 11.45	7 11.40	W	165	108.9	.....KLONDYKE..... 5.0	41.6	7 2.58	7 4.47		3.30	7 7.55			
7 5.20	4.35 63				7 11.55M	7 11.45M		170	110.9	.....LOERCH..... 7.3	38.6	7 2.44	7 4.35 623		3.05	7 7.30			
A 6.45M	5.00 5.30				7 12.05M 12.10	7 12.01M	WOOTY	177	118.1	B.....BRAINERD.....DN 4.4	29.4	2.30 624 5.25	4.20 4.15		2.40 2.00	L 7.00M				
6.45	5.48				7 12.25	7 12.15		181	122.6	.....BAXTER..... 4.5	25.0	7 2.17	7 4.08		1.45				
6.55	6.05				7 12.35	7 12.27		187	128.3	.....SYLVAN..... 3.5	19.3	7 2.05	7 3.55		1.25				
6.50	6.40				7 12.45	7 12.33		191	131.6	PO.....PILLAGER.....D 3.0	16.9	7 2.03	7 3.55		1.15					
6.50	6.40				7 12.55	7 12.41		195	135.6	.....WHEELLOCK..... 3.7	10.9	7 1.54	7 3.45		1.00				
6.55	6.40				7 12.55	7 12.45 624	W	199	140.3	MO.....MOTLEY.....DN 4.2	7.3	7 1.48 74	7 3.43		12.45 63					
6.55	6.40				7 1.05	7 12.54		203	144.5	.....HAYDEN..... 3.0	3.0	7 1.40	7 3.35		12.30				
A 7.30M					A 1.15M	A 1.00M	WCOY	207	147.5	SO.....STAPLES.....DN	0.0	L 1.35M	L 8.30M		L 12.05M					
Except Sunday	Daily	Daily	Daily	Daily	Daily	Daily						Daily	Daily	Daily	Daily	Except Sunday				
10.45	9.50	1.10	22.5	0.45	0.31	0.30				Time Over Sub-division.		4.25	4.20	0.29	0.40	8.10				
10.0	14.1	18.0	22.5	26.5	28.1	30.9				Average Speed per Hour.		31.5	32.1	29.0	28.3	14.8				

Via 3rd Sub-Div.

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

REGISTERING STATIONS—Central Ave., Carlton, Brainerd and Staples.
 BULLETIN STATIONS—Central Ave., Carlton, Brainerd and Staples Passenger Depot.
 No. 63 and 64 will register at Central Ave. by Dial.
 STANDARD LOCKS—Duluth, Carlton and at Staples Passenger Depot.
 DERAIL SWITCHES—See 745 & 746.
 YARD LIMITS—Central Ave., Carlton, McGregor, Aitkin, 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. 58 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 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)

THIRD CLASS			SECOND CLASS		Water, Fuel, Oil, etc. per mile	Car Capacity of Railings	Disease from Dust	Disease from Air	Station Number	FIRST CLASS							
725	723	721	627	625						61	63	65	67	69	71	79	
WAY FRT. Except Sunday	WAY FRT. Mon Wed & Fri	WAY FRT. Except Sunday	FREIGHT Daily	FREIGHT Daily	WC YOT	0.0			182.4	WR 71	61 PASSENGER Except Sunday	63 PASSENGER Daily	65 PASSENGER Daily	67 PASSENGER Except Sunday	69 PASSENGER Except Sunday	71 PASSENGER Daily	79 PASSENGER Sat. and Sun.
L 7.00M			L 7.00M	L 7.00M							L 9.00M	L 1.55M	L 11.10M			L 5.10M	

TIME TABLE No. 36-C.
SEPT. 22, 1912.
Succeeding No. 86-B.
STATIONS
Telegraph Offices and Calls.
DN.....DULUTH.....DU
6.9

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

Time	Station	Time	Station	Time	Station	Time	Station	Time	Station	Time	Station	Time	Station	Time	Station	Time	Station	Time	Station
L 8.00M	WY	4.9	.....WEST DULUTH JCT.....	157.6	L 8	L 9.10M													
8.08		30	.....SMITHVILLE.....	154.8	L 8	8.23													
8.28		43	.....SHORT LINE PARK.....	151.1	L 11	8.38													
8.48		54	.....BROWNELL.....	148.2	L 16	8.48													
8.58		38	.....THOMSON.....	143.1	L 19	8.50													
L 9.00M		30.5	DN.....CARLTON.....UN	141.8	80	10.00	L 3.00M	L 12.40M											
9.28		53	.....OTTAWA CREEK.....	138.6	L 26	10.10	8.09	12.54											
10.00		10	.....ATKINSON.....	134.4	L 28														
10.18		107	D.....MAHTOWA.....MA	129.8	L 23	10.20	8.17	1.08											
10.20		66	D.....BARNUM.....BM	125.0	L 20	10.32	8.25	1.21											
10.35		78	DN.....MOOSE LAKE.....MU	119.0	L 43	10.42	8.30	1.22											
1.16		80	D.....STURBON LAKE.....SO	113.1	L 49	10.55	8.38	1.45											
1.48		95	D.....WILLOW RIVER.....WR	108.7	L 44	11.05	8.48	1.54											
2.10		80	.....RUTLEDGE.....	104.7	L 38	11.14	8.48	2.08											
2.45		80	D.....FINLAYSON.....FY	99.7	L 63	11.24	8.55	2.16											
3.08		90	DN.....GRONINGEN.....MR	96.1	L 66	11.31	8.59	2.25											
3.30		100	.....FRIESLAND.....	91.4	L 71	11.45	9.04	2.38											
A 3.50M	L 7.00M	120	DN.....HINCKLEY.....HN	86.8	L 76	11.55	9.09	2.52											
		10	G.N. Ry. 3.2	83.4	L 78	12.05M	9.07												
		59	.....MISSION CREEK.....	79.6	L 83														
		76	.....BEROON.....	73.8	L 89	12.17	4.20	2.22											
		63	DN.....PINE CITY.....J	68.8	L 94	12.28	4.27	2.27											
		78	D.....ROCK CREEK.....RK	63.7	L 99	12.37	4.34	2.48											
		78	DN.....RUSH CITY.....RC	61.7	L 99	12.57	4.42	4.05											
		78	D.....HARRIS.....HA	61.7	L 100	1.10	4.51	4.22											
		185	D.....NORTH BRANCH.....CH	51.7	L 111	1.19	4.59	4.25											
		60	D.....STACY.....CA	48.8	L 119	1.28	5.10	4.54											
L 5.00M		78	DN.....WYOMING.....WI	39.6	L 123	1.42	5.19	5.05	L 7.30M										
5.24		78	D.....FOREST LAKE.....ST	35.4	L 127	1.50	5.24	5.14	7.38										
5.50		78	D.....HUGO.....VN	27.0	L 133	2.05	5.36	5.23	7.54										
6.02		139.6	D.....BALD EAGLE.....JN	23.8	L 140	2.18	5.41	5.49	8.09	L 7.16M									
A 6.08M	A 4.80M	140.6	M.S.P. & S. 1.0 Sta. M. C. 2	21.8	L 141	2.18M	5.45M	5.45M	8.05M	7.19M									
		142.0	DN.....WHITE BEAR.....WB	11.4															
		142.0	DN.....ST. PAUL.....SI	10.4	L 152														
		142.4	.....MINNEAPOLIS.....	8.6	L 160														

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

This Train runs Saturday and Sunday only.

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

REGISTERING STATIONS.—White Bear, Wyoming, Hinckley, Carlton, West Duluth and
Bald Eagle, for trains terminating there.
BULLETIN STATIONS.—White Bear, Hinckley, Carlton and Duluth.
STANDARD CLOCKS.—White Bear, Hinckley, Carlton, Rice Point, and Chief Dispatcher's
Office, Duluth.

DEPART SWITCHES.—See page 4.
YARD LIGHTS.—West Duluth Jct., Carlton, Hinckley and White Bear.
HILPER 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.

No. 64 will take siding at Baroun for No. 61.
Nos. 723 and 724 between Carlton and Hinckley, Nos. 725 and 726 between Wyoming and Taylor
Falls 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.

WESTWARD						SIXTH SUB-DIVISION (CLOUQUET BRANCH)						EASTWARD							
SECOND CLASS			FIRST CLASS			TIME TABLE No. 36-C. September 22, 1912. Succeeding No. 80-B.	STATIONS Telegraph Offices and Calls	FIRST CLASS			SECOND CLASS			THIRD CLASS			THIRD CLASS		
425	423	421	73	71	75			72	74	422	424	426	735			736			
MIXED	MIXED	MIXED	PASENGER	PASENGER	PASENGER			PASENGER	PASENGER	MIXED	MIXED	MIXED	WAY FRT			WAY FRT			
Except Sunday	Except Sunday	Except Sunday	Sunday only	Daily	Except Sunday			Daily	Except Sunday	Except Sunday	Except Sunday	Except Sunday	Tues., Thur. and Sat.			Tues., Thur. and Sat.			
L 8.05M	L 10.00M	L 6.40M	L 7.45M	L 6.05M	L 1.25M	A 8.50M	A 2.40M	A 12.25M	A 6.10M	A 6.50M	L 10.05M			A 8.55M					
8.25	10.20	7.00	7.57	6.17	1.37	8.58	2.48	12.10	6.58	6.57	10.15			9.40					
A 8.40M	A 10.55M	A 7.80M	A 8.05M	A 6.25M	A 1.45M	L 8.50M	L 2.30M	L 12.00M	L 4.55M	L 6.50M	A 10.50M			L 9.25M					
Except Sunday	Except Sunday	Except Sunday	Sunday only	Daily	Except Sunday	Daily	Except Sunday	Except Sunday	Except Sunday	Except Sunday	Tues., Thur. and Sat.			Tues., Thur. and Sat.					
0.35	0.35	0.50	0.30	0.50	0.50	0.20	0.20	0.25	0.20	0.20	0.30			0.30					
11.1	11.1	7.8	10.5	19.5	19.5	Time Over Sub-division			Average Speed per Hour			12.0							

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 CLOUQUET BRANCH—No. 75 has right over No. 74, Carlton to Cloquet.

WESTWARD						SEVENTH SUB-DIVISION (MILLER BRANCH)						EASTWARD					
THIRD CLASS			THIRD CLASS			TIME TABLE No. 36-C. September 22, 1912. Succeeding No. 80-B.	STATIONS Telegraph Offices and Calls	THIRD CLASS			THIRD CLASS						
		735						736									
		WAY FRT						WAY FRT									
		Tues., Thur. and Sat.						Tues., Thur. and Sat.									
		L 10.05M					A 8.55M										
		10.15					9.40										
		A 10.50M					L 9.25M										
		Tues., Thur. and Sat.					Tues., Thur. and Sat.										
		0.30					0.30										
		Time Over Sub-division			Average Speed per Hour			12.0			12.0						

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

WESTWARD						EIGHTH SUB-DIVISION (GRANTSBURG BRANCH)						EASTWARD					
SECOND CLASS			SECOND CLASS			TIME TABLE No. 36-C. September 22, 1912. Succeeding No. 80-B.	STATIONS Telegraph Offices and Calls	SECOND CLASS			THIRD CLASS						
		419						420									
		MIXED						MIXED									
		Except Sunday						Except Sunday									
		L 12.01M					A 11.25M										
		12.14					11.05										
		12.21					10.58										
		12.30					10.58										
		A 12.55M					L 10.40M										
		Except Sunday					Except Sunday										
		0.51					0.45										
		Time Over Sub-division			Average Speed per Hour			23.8			23.8						

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

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

WESTWARD						NINTH SUB-DIVISION (TAYLORS FALL BRANCH)						EASTWARD					
THIRD CLASS			FIRST CLASS			TIME TABLE No. 36-C. September 22, 1912. Succeeding No. 80-B.	STATIONS Telegraph Offices and Calls	FIRST CLASS			THIRD CLASS						
		725						726									
		WAY FRT						WAY FRT									
		Except Sunday						Except Sunday									
		L 3.10M					A 3.00M										
		3.15					2.55										
		3.31					2.49										
		3.42					2.50										
		4.00					L 10.40M										
		4.15					10.25										
		4.31					10.10										
		A 4.50M					L 9.55M										
		Except Sunday					Except Sunday										
		1.40					1.00										
		Time Over Sub-division			Average Speed per Hour			22.3			22.8						

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

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

WESTWARD						TENTH SUB-DIVISION (CUTUNA NORTHERN RAILWAY)						EASTWARD					
SECOND CLASS			SECOND CLASS			TIME TABLE No. 36-C. September 22, 1912. Succeeding No. 80-B.	STATIONS Telegraph Offices and Calls	SECOND CLASS			THIRD CLASS						
		419						420									
		MIXED						MIXED									
		Except Sunday						Except Sunday									
		L 12.01M					A 11.25M										
		12.14					11.05										
		12.21					10.58										
		12.30					10.58										
		A 12.55M					L 10.40M										
		Except Sunday					Except Sunday										
		0.51					0.45										
		Time Over Sub-division			Average Speed per Hour			23.8			23.8						

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 plating an undue amount of braking on any particular car or cars, and as will afford full opportunity for Engineman to recharge and retain maximum air pressure at all points.

No. 3. Engines backing will not exceed Fifteen (15) miles per hour unless equipped with pilot on rear of tender.

No. 4. To insure personal safety, operators having train orders or messages to deliver to passing trains should stand to the right hand side of train, and avoid standing between tracks, when possible to do so.

No. 5. All Eastward freight trains and light engines approaching Carlton from the West on the Second Subdivision will head in on the North Passing track at Carlton.

Westward trains, switch crews or Branch trains will not use North Passing track without permission from Dispatcher.

No. 6. Rule D07 is modified to the extent that extra trains may be run with the current of traffic without orders provided they secure a clearance, Form "A," from the operator upon entering upon double track. Operators must secure authority from dispatcher before issuing clearance.

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 Sliding.....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.	Stary.....	House Track.....	West End.
Wiche.....	Passing Track.....	East End.				Fricland.....	Loading Track.....	West End.
Poplar.....	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, 939 Lowry Bldg., St. Paul.
 DR. C. R. BALL, 944 Lowry Bldg., St. Paul.
 DR. E. L. MANN, 718 Lowry Bldg., St. Paul.
 DR. J. A. QUINN, 302 Pittsburg Bldg., St. Paul.
 DR. F. J. PLONDK, 435 Lowry Bldg. (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.
 DR. H. H. NEAL, Cor. Snelling and University Ave.
 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. BAKEE, Grantsburg.
 DR. E. L. STEPHAN, Hinckley (s).
 DR. S. SHANNON, Bardum, 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.
 DR. T. J. JENSEN, 405 Central Av., West Duluth.
 (Emergency cases only.)
 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. F. G. JOHNSON, 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, 734 Lowry Bldg., St. Paul.
 DR. L. A. NELSON, Oculist, 734 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 of the Association after such surgeon is able to assume charge of the case.

BOARDING AND NURSING aid 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.

	CLASS OF ENGINES.									
	O 20		E 3 D 2-3		D 5 and S 10		R & P 8		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	900	20	.....	.....
Iron River to Central Ave.	550	13	700	16	800	18	1000	23	.....	.....
Duluth to Sawyer, 2nd Sub-Div.	500	12	700	16	800	18	1000	23	1150	26
Sawyer to Brainerd.....	1000	23	1400	33	1600	36	2000	45	2300	52
Brainerd to Staples.....	1200	25	1600	41	2000	45	2300	53	2600	58
Duluth to Carlton, 3rd 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	36	2000	42	2200	47	2550	56
Central Ave to Iron River..	450	11	650	15	750	17	950	22	.....	.....
Iron River to Ashland.....	650	15	840	19	940	21	1150	27	.....	.....
White Bear to Hinckley....	1300	32	1700	41	1900	46	2200	53	2500	60
Hinckley to Groningen.....	1000	25	1400	34	1450	35	1750	43	2050	50
Groningen to Duluth.....	1800	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:

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, Engineman will designate to conductors the number of tons to be reduced and will give 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 train.

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.

G. W. ATMORE,
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.

