

NORTHERN PACIFIC RAILWAY COMPANY.

LAKE SUPERIOR DIVISION

TIME 38 TABLE

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

SUNDAY, APRIL 27th, 1913.

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.

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		Water, Fuel, Scales, Turn Tables and Wagon	Station Numbers	Distance from Ashland	TIME TABLE No. 38 April 27, 1913 Succeeding No. 37.		Distance from Duluth	Car Capacity of Bridge	FIRST CLASS		THIRD CLASS		
733	731	729	53	51				STATIONS	52			54	730	732	734	
WAY FREIGHT	WAY FREIGHT	WAY FREIGHT	PASSENGER	PASSENGER	Telegraph Offices and Calls	PASSENGER	PASSENGER	WAY FREIGHT	WAY FREIGHT	WAY FREIGHT						
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.						
L 7.80M	L 7.80M		L 8.45M	L 8.45M	AD	A 8.55M	A 11.00M	A 6.10M	A 6.10M	A 1.40M						
F 7.45	F 7.45		8.55	8.55	ASHLAND C. & N.-W. Ry. Crossing 4.8	8.44	10.48	5.50	5.50	1.20						
F 8.05	F 8.05		4.07	9.07	ASHLAND JUNCTION C. St. P. M. & O. Ry. Crossing 5.6	8.88	10.88	5.85	5.85	1.05						
F 8.55	F 8.55		4.19	9.19	MOQUAH 0.1	8.92	10.92	5.15	5.15	12.48						
F 8.55	F 8.55				IND. 2.0			5.10	5.10	12.40						
F 8.50	F 8.50		4.29	9.29	SPIDER 5.4			4.55	4.55	12.25						
A 8.05M-10.00	A 8.05M-10.00	L 10.80M	4.40	9.40	TOPSIDE 4.7	8.59	9.58	4.20M-10.00	4.20M-10.00	11.15M-11.15M						
F 10.15		F 10.45	4.48	9.48	IRON RIVER 4.0	8.49	9.48	9.00		11.00						
F 10.35		F 10.55	4.54	9.54	MUSKIE 2.5	8.48	9.48	8.40		10.45						
F 10.35		F 10.55	4.58	9.58	PEARSON 1.3	8.40	9.39	8.00		10.35						
F 11.10		F 11.35	5.08	10.08	BRULE 2.7	8.39	9.38	8.00		10.08						
F 11.35		F 11.55M	5.15	10.15	BLUDBERRY 2.7	8.25	9.20	7.45		9.45						
F 11.55		F 12.05M	5.20	10.20	MAPLE 1.5	8.20	9.15	7.15		9.15						
F 11.50M		F 12.00	5.28	10.28	WICHE 2.5	8.18	9.08	7.05		8.50						
F 12.05M		F 12.25	5.31	10.31	POPLAR 3.1	8.05	9.02	6.40		8.00						
		F 12.25	5.43	10.43	WENTWORTH 2.3	8.50	9.50	6.15		8.05						
					AMNICON FALLS 2.3											
					CUTLER 4.8											
					ALLOUEZ N. W. C. Ry. and O. N. Ry. Crossing 2.0											
A 12.45M		A 1.18M	5.58M	10.58M	EAST END C. St. P. M. & O. Ry. Crossing	4.85M	8.55M	5.45M		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 8.55M	A 11.40M	WCO TY	WB 71	75.8	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.
8.15	1.35	2.45	2.13	2.13			Time Over Sub-division		2.30	2.35	3.35	1.30
12.0	17.8	12.7	35.5	35.5			Average Speed Per Hour		27.1	26.2	27.7	18.8

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		Water, Fuel, Scales, Turn Tables and Wagon	Station Numbers	Distance from Washburn	TIME TABLE No. 38 April 27, 1913 Succeeding No. 37.		Distance from Iron River	Car Capacity of Bridge	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.					
L 8.00M		WCB	WD 34	0.0	STATIONS	8.40	40	A 11.59M		
F 8.15		WD 31	3.5	3.5	WASHBURN	8.40	40	F 11.50		
F 8.35		WD 24	10.0	10.0	ENDERLINE	8.40	38	F 11.52		
F 8.49		WD 24	14.3	14.3	HEAD QUARTERS	19.8	30	F 11.15		
8.09	W	WD 14	30.0	30.0	LENOWER	14.0	45	8.59		
F 8.24		WD 10	34.0	34.0	CODA	10.0	30	F 10.45		
F 8.39		WD 5	25.0	25.0	LOW BRIDGE	8.1	30	F 10.58		
F 8.44		WD 4	29.8	29.8	BENA	4.3	29	F 10.25		
A 4.00M	WY	36	34.0	34.0	IRON RIVER	0.0		L 10.10M		
Mon, Wed. and Fri. 2.00					Time Over Sub-division			1.49		
17.0					Average Speed Per Hour			15.8		

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).

SECOND SUB-DIVISION (MAIN LINE)

WESTWARD

EASTWARD

Table with columns for Third Class, Second Class, First Class, and Third Class. Includes sub-headers for Freight and Passenger, and specific train numbers like 727, 623, 625, 65, 63, 49, 59, 57, 55.

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

Main time table grid with columns for time, station names (e.g., POKEGAMA, WALBRIDGE, STATE LINE, BARKER, WRENSHALL, CARLTON, IVERSON, SAUVYER, CORONA, CROWWELL, WRIGHT, TAMARACK, GRAYLING, MCGREGOR, UDS, KIMBERLY, ROSSBURG, AITKIN, CEDAR LAKE, DEERWOOD, KLONDYKE, LOERCH, BRAINERD, BAXTER, SYLVAN, PILLAGER, WHELLOCK, MOTHBY, HAYDEN, STAPLES), and train numbers.

KEYSTICKING STATIONS—Central Ave., Carlton, Brainerd, Staples and Duluth for trains terminating there. HELPER DISTRICTS—Duluth to Sawyer. DOUBLE TRACK EXTENDS FROM STATE LINE TO WALBRIDGE. All trains will keep to right. Trains meeting on double track must be positively identified.

WESTWARD

THIRD SUB-DIVISION (MAIN LINE)

Table with columns for Third Class (725, 721, 627, 625), Time Table No. 38 (April 27, 1913), Stations, and First Class (61, 63, 65, 67, 69, 71, 79). Includes Way Frt. and Passenger/Except Sunday indicators.

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

Main train schedule table with columns for Station, Time, and Class. Includes stations like West Duluth Jct, Smithville, Short Line Park, Brownell, Thomason, Carlton, Otter Creek, Atkinson, Mahtowa, Barnum, Moose Lake, Sturgeon Lake, Willow River, Rutledge, Finlayson, Gronoebn, Friesland, Hincley, Mission Creek, Beroun, Pine City, Rock Creek, Rush City, Harris, North Branch, Stacy, Wyoming, Forest Lake, Hugo, Bald Eagle, and St. Paul. Includes notes like 'Via Superior and 2d Sub-division' and '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.

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

DEPART SWITCHES.—See page 6. YARD LIMITS.—West Duluth Jct, Carlton, Hincley 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 footnotes on page 4.

No. 44 will take siding at Beroun for No. 61. Nos. 725 and 724 between Carlton and Hincley; Nos. 726 and 726 between Wyoming and Taylor Falls and Nos. 721 and 722 between Hincley 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 Class (First, 2nd, Third), Station (78, 72, 70, 68, 66, 64, 62, 628, 624, 626, 722, 724, 726, 728), and Train Type (Passenger, Freight, Way Frt).

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

Main time table grid with columns for Station, Time, and Train Type. Includes vertical text: 'This Train runs Sunday Only.' and '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 30 minutes at White Bear for connections. Double track switch at West Duluth Junction will be kept set for eastward track. All eastward 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 Grayson Line or to Fond du Lac branch.

WESTWARD

SIXTH SUB-DIVISION (CLOUET BRANCH)

EASTWARD

WESTWARD

SEVENTH SUB-DIVISION (MILLER BRANCH)

EASTWARD

Table for Sixth Sub-Division (Clouet Branch) showing train schedules for Second Class (425, 423, 421) and First Class (73, 71, 75) in both directions. Includes time table No. 38, April 27, 1913, and station names like Carlton and Clouet.

Table for Seventh Sub-Division (Miller Branch) showing train schedules for Third Class (735, 736) in both directions. Includes time table No. 38, April 27, 1913, and station names like Quarry and Government Road Crossing.

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

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REGISTERING 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.

Trains must not exceed speed of twelve (12) miles per hour over this Sub-division.

WESTWARD EIGHTH SUB-DIVISION (GRANTSBURG BRANCH)

EASTWARD

WESTWARD

NINTH SUB-DIVISION (TAYLORS FALL BRANCH)

EASTWARD

Table for Eighth Sub-Division (Grantsburg Branch) showing train schedules for Second Class (419, 420) in both directions. Includes time table No. 38, April 27, 1913, and station names like Grantsburg and Rush City.

Table for Ninth Sub-Division (Taylors Fall Branch) showing train schedules for Third Class (725, 726) and First Class (79, 77, 67) in both directions. Includes time table No. 38, April 27, 1913, and station names like Taylors Falls and Wyoming.

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 Beach. Yard Limits—Taylors Falls.

Branch trains will protect themselves by flag against Main Line trains at Westward "Y" at Rush City.

WESTWARD TENTH SUB-DIVISION (CUYUNA NORTHERN RAILWAY)

EASTWARD

WESTWARD ELEVENTH SUB-DIVISION (CUYUNA NORTHERN RAILWAY)

EASTWARD

Table for Tenth Sub-Division (Cuyuna Northern Railway) showing train schedules for First Class (49, 50) in both directions. Includes time table No. 38, April 27, 1913, and station names like Deerwood and Orelands.

Table for Eleventh Sub-Division (Cuyuna Northern Railway) showing train schedules for First Class (49, 50) in both directions. Includes time table No. 38, April 27, 1913, and station names like Deerwood and Ironton.

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. SPECIAL RULE GOVERNING TRAINS ON ELEVENTH SUB-DIVISION—No. 49 has right over No. 50, Deerwood to Ironton.

COMMERCIAL SPURS.

FIRST SUB-DIVISION		SECOND SUB-DIVISION	
Distance from Ashland.		Distance from Duluth	
Ledine Spur.....	14.8 Miles	Carnegie Spur.....	13.1 Miles
Bellwood.....	40.0 "	Zenith Gravel Spur.....	30.2 "
Fox Spur.....	43.3 "	Grant Twice 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 Siding.....	East End.	Bald Eagle.....	Wye Track.....	East End.
Pearson.....	Siding.....	West End.	Iverson.....	Siding.....	East End.	Garen.....	Siding.....	West End.
Maple.....	Siding.....	West End.		Loading Track.....	East End.	Stacy.....	House Track.....	West End.
Wiche.....	Siding.....	East End.				Fricland.....	Loading Track.....	West End.
Poplar.....	Siding.....	West End.				Brownell.....	Siding.....	East End.
Wentworth.....	Siding.....	East End.				Mill Post 17.....	Spur.....	East End.
						Short Line Park.....	Siding.....	East End.
						Smithville.....	Siding.....	East End.
FIFTH SUB-DIVISION.			TENTH SUB-DIVISION.			SIXTH SUB-DIVISION.		
Washburn.....	Omaha Transfer.....	East End.	Ore Lands.....	All Tracks.....	East End.	Scanlon.....	Transfer Track.....	West End.
SEVENTH SUB-DIVISION.						Quarry Track.....	Miller Branch.....	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 Surgeon (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, 362 Pittsburg Bldg., St. Paul.
- DR. F. J. PLONKE, 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. G. A. ANDERSON, Rush City (s).
- DR. P. BAKKE, Grantsburg.
- DR. E. L. STEPHAN, Hinckley (s).
- DR. S. SHANNON, Barnum, Minn.
- DR. O. S. WATKINS, Carlton, Minn. (s).
- DR. J. G. W. HAYENS 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. ROOD TAYLOR, Rooms 212-213 Lyceum Bldg., Duluth.
- DR. A. J. BRADEN, Sloan Bldg., Duluth.
- DR. C. L. HANEX, Asst. Surgeon, Sloan Bldg., 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 employees 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.

TONNAGE RATING FREIGHT ENGINES.

	CLASS OF ENGINES.									
	C 20		E 3 D 2-3		D 5 and B 10		R & P 8		T	
Maximum Train Limit.	60	Cars	85	Cars	70	Cars	80	Cars	80	Cars
West Bound.....	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars
Ashland to Iron River.....	460	10	610	14	720	16	900	20	—	—
Iron River to Central Ave.	850	13	700	16	800	18	1000	23	—	—
Duluth to Sawyer, 2d Sub-div.	500	12	700	10	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	48	2300	52	2600	58
Duluth to Carlton, 3d Sub-div.	800	7	500	11	600	14	600	18	950	21
Carlton to Hinckley.....	1300	30	1500	34	1700	39	2000	46	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	850	22	—	—
Iron River to Ashland.....	650	15	840	19	940	21	1150	27	—	—
White Bear to Hinckley....	1800	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:

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 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:

Build 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.

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 Iversoo 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 head in on the North Siding at Carlton.
- Westward trains, switch crews or Branch trains will not use North Siding without permission from Dispatcher.
- No. 6. Rule D97 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.

G. W. ATMORE,
Asst. Superintendent.

L. F. NEWTON,
Trainmaster.

First, Second, Fourth, Fifth, Tenth and Eleventh Sub-divisions.

T. B. QUINN,
Trainmaster.

Third, Fourth, Sixth, Seventh, Eighth and Ninth Sub-divisions.

F. E. POTTER,
Chief Dispatcher.

