

# **NORTHERN PACIFIC RAILWAY COMPANY.**

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## **LAKE SUPERIOR DIVISION**

# **TIME 39B TABLE**

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

**FRIDAY, MAY 29th, 1914.**

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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.

**J. M. RAPELJE,**  
Assistant General Manager.

**C. L. NICHOLS,**  
General Superintendent.

**P. H. McCAULEY,**  
Superintendent of Transportation.

**W. H. STRACHAN,**  
Superintendent.

WESTWARD

FIRST SUB-DIVISION (MAIN LINE)

EASTWARD

WESTWARD

FIFTH SUB-DIVISION (WASHBURN BRANCH)

EASTWARD

THIRD CLASS			FIRST CLASS		Station Numbers	Distance from Ashland	TIME TABLE No. 39B		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			
Tue. Thur. and Sat.	Mo. We. and Fri.	Mo. We. and Fri.	Daily	Daily		Daily	Daily	Mo. We. and Fri.	Mo. We. and Fri.	Tue. Thur. and Sat.			
L 7.30AM	L 7.30AM		L 4.00PM	L 8.45AM	AD.....ASHLAND.....D	A 7.00PM	A 11.01AM	A 6.10PM	A 1.40PM				
f 7.45	f 7.45		f 4.10	f 8.55	.....ASHLAND JCT.....	f 6.50	f 10.51	f 5.50	f 1.20				
f 8.05	f 8.05		f 4.22	f 9.07	.....MOQUAH.....	f 6.38	f 10.40	f 5.35	f 1.05				
f 8.25	f 8.25		f 4.36	f 9.20	.....INO.....	f 6.25	f 10.28	f 5.16	f 12.48				
f 8.35	f 8.35		f 4.39	f 9.24	.....SPIDER.....	f 6.21	f 10.24	f 5.10	f 12.40				
f 8.50	f 8.50		f 4.51	f 9.36	.....TOPSIDE.....	f 6.09	f 10.13	f 4.51	f 12.25				
A 9.05AM	A 9.05AM	L 10.30AM	f 5.01	f 9.48	RV.....IRON RIVER.....D	A 5.59	A 10.03	A 9.20AM	L 4.25PM	L 12.10PM			
f 10.15		f 10.45	f 5.10	f 9.54	.....MUSKEG.....	f 5.50	f 9.54	f 9.00		f 11.05			
f 10.25		f 10.55	f 5.16	f 10.00	.....PEARSON.....	f 5.44	f 9.46	f 8.40		f 10.50			
f 10.35		f 11.15	f 5.19	f 10.03	BX.....BRULE.....D	f 5.41	f 9.43	f 8.30		f 10.40			
f 11.10		f 11.35	f 5.30	f 10.13	.....BLUEBERRY.....	f 5.30	f 9.31	f 8.00		f 10.13			
f 11.25		f 11.55AM	f 5.35	f 10.18	MN.....MAPLE.....D	f 5.23	f 9.25	f 7.45		f 9.45			
f 11.35		f 12.05PM	f 5.38	f 10.21	.....WIEHE.....	f 5.20	f 9.21	f 7.15		f 9.21			
f 11.50AM		f 12.20	f 5.44	f 10.27	.....POPLAR.....	f 5.14	f 9.15	f 7.05		f 8.50			
f 12.05PM		f 12.35	f 5.49	f 10.32	.....WENTWORTH.....	f 5.09	f 9.09	f 6.40		f 8.30			
			f 5.56	f 10.39	.....AMNICON FALLS.....	f 5.02	f 9.04						
f 12.25		f 12.55	f 6.03	f 10.46	.....CUTTER.....	f 4.55	f 8.56	f 6.15		f 8.05			
			f 6.12	f 10.55	.....ALLOUEZ.....	f 4.45	f 8.45						
A 12.45PM	A 1.15PM	A 6.17PM	A 11.00AM		SP.....EAST END.....D	L 4.40PM	L 8.40AM	L 5.45AM		L 7.45AM			

SECOND CLASS		Station Numbers	Distance from Washburn	TIME TABLE No. 39B		Distance from Iron River	Car Capacity of Sidings	SECOND CLASS	
415	Mixed			STATIONS	416			Mixed	
L 2.00PM		WD 34	0.0	.....WASHBURN.....	34.0	40	A 12.08PM		
f 2.12		WD 31	3.5	.....ENGOE.....	30.5		f 11.56AM		
f 2.34		WD 24	9.8	.....ENDERLINE.....	24.2	28	f 11.35		
f 2.49		WD 20	14.2	.....HEAD QUARTERS.....	19.8	Spur	f 11.20		
f 3.10		WD 14	20.2	.....LENAWEE.....	13.8	45	f 11.00		
f 3.23		DW 10	23.8	.....CODA.....	10.2	30	f 10.48		
f 3.30		WD 8	25.8	.....SLOW BRIDGE.....	8.2	Spur	f 10.41		
f 3.44		WD 4	29.7	.....BENA.....	4.3	39	f 10.28		
A 4.00PM		WY 28	34.0	RV.....IRON RIVER.....D	0.0		L 10.10AM		
Mo. We. and Fri.				.....Time Over Sub-division.....			1.58		
17.0				.....Average Speed Per Hour.....			17.2		

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. Trains will not require clearance form (A) at Washburn.

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

A 2.30PM	A 3.00PM	A 6.57PM	A 11.40AM	WCO TY	WB 71	75.8	DU.....DULUTH.....DN	0.0	L 4.00PM	L 8.00AM	L 4.00AM	L 6.05AM
Tue. Thur. and Sat.	Mo. We. and Fri.	Mo. We. and Fri.	Daily	Daily					Daily	Daily	Mo. We. and Fri.	Tue. Thur. and Sat.
4.02	1.35	2.45	2.17	2.15			.....Time Over Sub-division.....		2.20	2.21	3.35	5.05
15.6	17.9	12.8	27.7	28.1			.....Average Speed Per Hour.....		27.1	20.9	9.7	16.2

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 sub-division 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

Table with columns for Third Class, Second Class, First Class, and Third Class. Includes 'TIME TABLE No. 39B MAY 29, 1914. Succeeding No. 39A. STATIONS' and 'Telegraph Offices and Calls'. Lists stations from Duluth to Staples.

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

Main time table grid with columns for Westward and Eastward directions. Rows list stations from Duluth to Staples with arrival and departure times. Includes 'Via 3rd Sub-Div.' columns for certain routes.

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

REGISTERING STATIONS—Central Ave., Carlton, Brainerd, Staples and Aitkin for trains terminating there. BULLETIN STATIONS—Central Ave., Carlton, Brainerd and Staples Passenger Depot and yard office.

AUTOMATIC BLOCK SIGNALS BETWEEN CARLTON AND CENTRAL AVENUE. HELPER DISTRICTS—Duluth to Sawyer. Junction switch at Central Ave. must be left set and locked for the second sub-division.

All trains must come to a full stop before passing the connection with the Minnesota and International Railway at West Brainerd just west of the Hospital Grounds. DOUBLE TRACK EXTENDS FROM STATE LINE TO WALBRIDGE.

WESTWARD

THIRD SUB-DIVISION (MAIN LINE)

Table with columns for Third Class (725, 723, 721), Second Class (627, 625), and First Class (61, 63, 65, 67, 69, 71, 77, 79, 91, 83, 85). Includes 'TIME TABLE No. 39B' and 'STATIONS'.

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

Main time table grid with columns for time, station names (e.g., WEST DULUTH JCT., SMITHVILLE, SHORT LINE PARK, etc.), and arrival/departure times for various train classes.

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

This Train runs Sunday only.

This Train runs Saturday only.

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

AUTOMATIC BLOCK SIGNALS BETWEEN WHITE BEAR AND WEST DULUTH JUNCTION.

REGISTERING STATIONS—White Bear, Wyoming, Hinckley, Carlton, West Duluth and Bald Eagle, for trains terminating there.

DERAIL SWITCHES—See Page 6. YARD LIMITS—West Duluth Jct., Carlton, Hinckley and White Bear.

Nos. 67 and 68 will stop on flag for passengers at Garen Siding. No. 64 will take siding at Beroun for No. 63. See footnotes on page 4.

THIRD SUB-DIVISION (MAIN LINE)

EASTWARD

Table with columns for Class (First, Second, Third), Station (84-62, 628-726), and Time Table No. 39B (MAY 29, 1914). Includes 'STATIONS' and 'Telegraph Offices and Calls'.

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 Class. Includes vertical text: 'This Train runs Saturday Only.', '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.

AUTOMATIC BLOCK SIGNALS BETWEEN WHITE BEAR AND WEST DULUTH JUNCTION.

Freight trains, Eastward, must run from Brownell to Smithville at a speed not to exceed any one mile in two minutes and thirty seconds...

All eastward trains will come to a full stop at double track switch at West Duluth Junction and will cross that track...

On Sundays, Nos. 63 and 64 will stop on flag at Harris and Barnum. No. 61 will wait at Carlton for Second Subdivision No. 55.

WESTWARD

SIXTH SUB-DIVISION (CLOQUET BRANCH)

EASTWARD

WESTWARD

SEVENTH SUB-DIVISION (MILLER BRANCH)

EASTWARD

Table for Sixth Sub-Division (Cloquet Branch) showing train schedules for Second Class (425, 423, 421) and First Class (73, 71, 75) westward, and First Class (72, 74) and Second Class (422, 424, 426) eastward. Includes time table No. 39B, May 29, 1914, and stations like Carlton and Cloquet.

Table for Seventh Sub-Division (Miller Branch) showing Third Class (735) and Third Class (736) westward, and Third Class (736) eastward. Includes time table No. 39B, May 29, 1914, and stations like Quarry and Groningen.

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

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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.

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 FALLS BRANCH)

EASTWARD

Table for Eighth Sub-Division (Grantsburg Branch) showing Second Class (419) westward and Second Class (420) eastward. Includes time table No. 39B, May 29, 1914, and stations like Grantsburg and Linds Spur.

Table for Ninth Sub-Division (Taylors Falls Branch) showing Third Class (725), First Class (91, 79, 77, 67) westward, and First Class (68, 76, 78) and Third Class (726) eastward. Includes time table No. 39B, May 29, 1914, and stations like Taylors Falls and Wyoming.

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

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

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

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 First Class (49) westward and First Class (50) eastward. Includes time table No. 39B, May 29, 1914, and stations like Deerwood and Oreland.

Table for Eleventh Sub-Division (Cuyuna Northern Railway) showing First Class (49) westward and First Class (50) eastward. Includes time table No. 39B, May 29, 1914, and stations 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 "	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 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.	Iverson.....	Loading Track.....	East End.	Stacy.....	House Track.....	West End.
Wiehe.....	Siding.....	East End.				Friesland.....	Loading Track.....	West End.
Poplar.....	Siding.....	West End.				Brownell.....	Siding.....	East End.
Wentworth.....	Siding.....	East End.				Mile 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.	Seaulon.....	Transfer Track.....	West End.
						SEVENTH SUB-DIVISION.		
						Quarry Track.....	Miller Branch.....	East End.

**Authorized Surgeons—Lake Superior Division**

**LOCATION OF STRETCHERS (S)**

- |   |   |
|---|---|
| DR. A. W. IDE, Chief Surgeon, Brainerd Hospital (s).<br>Brainerd Shops (s). | DR. S. O. FRANCIS, White Bear (s).<br>Wyoming (s).    |
| DRS. McLAREN, RITCHIE, DOUGHERTY AND ABBOTT, 914<br>Lowry Bldg., St. Paul.  | DR. J. A. POIRIER, Forest Lake.                       |
| DR. P. A. HOFF, 939 Lowry Bldg., St. Paul.                                  | DR. C. A. ANDERSON, Rush City (s).                    |
| DR. E. L. MANN, 718 Lowry Bldg., St. Paul.                                  | DR. P. BAKKE, Grantsburg.                             |
| DRS. QUINN AND STIERLE, 302 Pittsburgh Bldg., St. Paul.                     | DR. E. L. STEPHEN, Hinckley (s).                      |
| DR. FREDERICK J. MITCHELL, 896 Payne Ave., St. Paul.                        | DR. S. SHANNON, Barnum, Minn.                         |
| DR. F. L. BECKLEY, 348 Prior Ave., St. Paul.                                | DR. O. S. WATKINS, Carlton, Minn. (s).                |
| DR. S. M. KIRKWOOD, 1615 Wesley Ave., Hamline.                              | DR. J. G. W. HAVENS, Cloquet, Minn.                   |
| DR. B. LEAHY, Cor. Snelling and University Aves.                            | DR. C. S. KNOX, 219 Albany Block, East End, Superior. |
|   | DR. J. C. ADAMS, 620 Tower Ave., Superior.            |

**SPECIALISTS**

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|--|---|
| DR. A. C. HEATH, Nose and Throat, 339 Lowry Bldg., St. Paul.   | DR. ROOD TAYLOR, Rooms 212-213 Lyceum Bldg., Duluth.                        |
| DR. J. W. CHAMBERLAIN, Eye and Ear, 734 Lowry Bldg., St. Paul. | DR. A. J. BRADEN, 415 Fidelity Bldg., Duluth.                               |
| DR. L. A. NELSON, Eye and Ear, 734 Lowry Bldg., St. Paul.      | DR. C. L. HANEY, Sloan Bldg., Duluth.                                       |
|  | DR. T. J. JENSEN, 405 Central Ave., West Duluth.<br>(Emergency cases only.) |

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|---|---|
| St. Paul 4th. Street Yard Office (s).                   | Duluth Yard Office at Rice's Point (s).                   |
| St. Paul Mississippi St. (s).                           | Dock 2, Duluth (s).                                       |
| St. Paul Como Shops (s).                                | Dock 6, Duluth (s).                                       |
| St. Paul Fourth Street Freight Station (s).             | Duluth Union Depot (s).                                   |
| DR. A. A. LAW, 420 Syndicate Bldg., Minneapolis.        | Tool Car, Duluth (s).                                     |
| DR. J. H. RISHMILLER, 409 Pillsbury Bldg., Minneapolis. | West Duluth (s).  |
| DR. I. C. McDONALD, 601 Syndicate Bldg., Minneapolis.   | DR. M. S. HOSMER, Ashland, Wis. (s).                      |
| E. Minneapolis (s).                                     | DR. T. R. SPEARS, Washburn, Wis.                          |
| Minneapolis Car Foreman's Office (s).                   | DR. F. G. JOHNSON, Iron River.                            |
| Minneapolis Tool Car (s).                               | DR. J. J. RATCLIFFE, Aitkin, Minn. (s).                   |
| Minneapolis Northtown Transfer (s).                     | DR. F. H. ALLEN, Staples (s).                             |
| Gloster Shops (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.

**BOARD 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 S 10		R & P 3		T		W	
	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars
Maximum Train Limit . . .	50	Cars	65	Cars	70	Cars	80	Cars	80	Cars	80	Cars
Westward.												
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 S-d..	500	12	700	16	800	18	1000	23	1150	26	1500	30
Sawyer to Brainerd . . . . .	1000	23	1400	32	1600	36	2000	45	2300	52	3000	60
Brainerd to Staples . . . . .	1200	28	1800	41	2000	45	2300	52	2600	58	3500	70
Duluth to Carlton, 3rd S-d.	300	7	500	11	600	14	800	18	950	21	1200	25
Carlton to Hinckley.....	1300	30	1500	34	1700	39	2000	45	2300	52	.....	.....
Hinckley to White Bear . .	1400	32	1600	36	2000	45	2300	52	2600	58	.....	.....
Eastward.												
Staples to Duluth.....	1350	28	1750	36	2000	42	2200	47	2650	56	3250	66
Central Ave. to Iron River.	480	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.....	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 conditions, 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 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 for way freight trains will be 200 tons less than tonnage for through freights.

Tonnage for time 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.