

NORTHERN PACIFIC RAILWAY COMPANY.

LAKE SUPERIOR DIVISION

TIME 40 TABLE

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

SUNDAY, JUNE 7th, 1914.

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.

J. M. RAPELJE,
Assistant General Manager.

C. L. NICHOLS,
General Superintendent.

P. H. McCAULEY,
Superintendent of Transportation.

W. H. STRACHAN,
Superintendent.

EASTWARD

SECOND CLASS.				TIME TABLE No. 40.				SECOND CLASS.			
415		Water, Fuel, Scales and Tires Tables and Tires	Station Number	Distance from Washburn	JUNE 7, 1914.		Distance from Iron River	Car Capacity of Bldg.	416		
Mixed					Succeeding No. 39D.				STATIONS		Mixed
Mo. We. and Fri.					Telegraph Offices and Calls				Mo. We. and Fri.		
L 2:00P	WCY	WD 34	0.0	.....	WASHBURN..... 2.8		34.0	40	A 12:08P		
f 2:12		WD 31	3.0	.....	.....BENGO..... 0.3		30.0		f 11:56A		
f 2:34		WD 24	9.8	.....	.....ENDERLINE..... 4.4		24.2	28	f 11:35		
f 2:49		WD 20	14.2	.....	.....HEAD QUARTERS..... 0.0		19.6	5pur	f 11:20		
s 3:10		WD 14	20.2	.....	.....LENABEE..... 3.0		13.8	45	s 11:00		
f 3:23		DW 10	23.8	.....	.....CODA..... 2.0		10.2	80	f 10:48		
f 3:30		WD 8	25.8	.....	.....SLOW BRIDGE..... 3.9		8.2	5pur	f 10:41		
f 3:44		WD 4	29.7	.....	.....BENA..... 4.3		4.3	89	f 10:28		
A 4:00P	WY	WD 28	34.0	RV.....	IRON RIVER.....D		0.0		L 10:10A		
Mo. We. and Fri.					Time Over Sub-division.....				Mo. We. and Fri.		
2.00					Average Speed Per Hour.....				1.53		
17.0									17.2		

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.

A 2.30 ^{PM}		A 3.00 ^{PM}	A 6.57 ^{PM}	A 11.40 ^{PM}	WC TY	WB 71	75.8	DU.....DULUTH.....DN	0.0		L 4.00 ^{PM}	L 8.00 ^{PM}	L 4.00 ^{PM}		L 6.05 ^{PM}
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.
4.02	1.35	2.45	2.17	2.15				Time Over Sub-division.....			2.20	2.21	3.35	1.45	5.05
15.6	17.9	12.6	27.7	28.1				Average Speed Per Hour.....			27.1	26.9	9.7	16.2	12.4

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

Maximum speed of passenger trains one minute or sixty seconds per mile. This limit must never be exceeded.

[illegible]

2 SECOND SUB-DIVISION (MAIN LINE)

WESTWARD

EASTWARD

THIRD CLASS			SECOND CLASS			FIRST CLASS					TIME TABLE No. 40		FIRST CLASS		THIRD CLASS										
727	623	625	49	65	63	59	57	55	JUNE 7, 1914. Succeeding No. 39B.		STATIONS		56	58	60	64	66	50	624	728					
Way Freight	Freight	Freight	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Telegraph Office and Calls		Passenger		Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Freight	Way Freight					
Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily			DULUTH		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily					
L 6.30M	L 8.00M	L 6.00M	L 11.10M	L 1.56M	L 10.00M	L 7.30M	L 7.50M	WCO TY	WN 71	0.0	DU	147.6	A 6.40M	A 8.15M	A 11.26M	A 7.25M	A 6.30M								
BETWEEN CENTRAL AVE. AND DULUTH TRAINS WILL BE GOVERNED BY DULUTH AND SUPERIOR TERMINALS TIME TABLE.																									
L 7.50M	L 9.50M	L 7.10M		L 11.50M	L 2.35M	L 10.40M	L 8.00M	L 8.20M	WY	87	8.3A	.....	.....	CENTRAL AVE.	.....	DN	136.2	A 6.10M	A 7.47M	A 10.46M	A 8.43M	A 5.46M			
L 8.00	9.56	7.16		11.56M	2.39	10.44	8.06	8.25	001	10.7	.....	.....	.....	POKEGAMA	.....	DN	136.8	6.04	7.41	10.42	6.39	5.39			
8.12	10.15	7.30		12.08M	2.46	10.53	8.18	8.35	74	16.7	.....	.....	.....	WALBRIDGE	.....	DN	131.8	6.54	7.31	10.34	6.31	5.28			
8.25	10.30	7.42		12.15	2.51	10.58	8.24	8.41	781	18.4	.....	.....	.....	STATE LINE	.....	DN	129.1	6.49	7.26	10.29	6.27	5.22			
8.30	10.36	7.50		12.19	2.54	11.01	8.28	8.45	79	20.1	.....	.....	.....	BARKER	.....	DN	127.4	6.46	7.23	10.26	6.24	5.18			
8.41	10.50	8.05		12.26	3.00	11.07	8.36	8.52	83	23.1	.....	.....	.....	WRENSHALL	.....	DN	124.4	6.41	7.18	10.21	6.19	5.11			
8.55	11.30	8.20M		12.38M	3.08M	11.16	8.47	9.03	86	27.8	.....	.....	.....	CARLTON	.....	DN	120.0	6.33	7.10	10.14	6.12M	5.01M		A 12.40M	A 2.50M
10.00							8.52		OC					Third Sub-Division Crossing											
10.20	11.50M						9.03	9.13	91	32.4	.....	.....	.....	IVERSON	.....	DN	116.1	6.19	6.58	10.06				12.25	2.35
10.50	12.10M						9.14	9.22	96	37.2	.....	.....	.....	SAWYER	.....	D	110.3	6.10	6.49	9.58				12.10M	2.20
11.10	12.30						9.28	9.34	102	48.7	.....	.....	.....	CORONA	.....	D	103.8	6.58	6.36	9.48				11.50M	2.00
11.30M	12.45						9.40	9.44	108	49.1	.....	.....	.....	CROWWELL	.....	DN	98.4	6.48	6.25	9.40				11.30	1.40
12.01							9.52	9.56	114	58.2	.....	.....	.....	WRIGHT	.....	D	92.3	6.36	6.13	9.31				11.10	1.10
12.25	1.00						10.04	10.08	120	61.8	.....	.....	.....	TAMARACK	.....	D	86.2	6.24	6.01	9.22				10.50	1.25
12.45	1.15						10.12	10.16	125	65.3	.....	.....	.....	GRAYLING	.....	D	83.2	6.16	5.53	9.15				10.35	1.21M
1.20	1.23						10.23	10.26	YWC	129	70.8	.....	.....	MCGREGOR	.....	DN	77.0	6.06	5.43	9.07				10.23	1.15M
1.40	2.00						10.31	10.34	133	74.6	.....	.....	.....	UDE	.....	D	73.0	6.58	5.34	8.59				9.35	1.100
2.50	2.16						10.41	10.43	138	79.3	.....	.....	.....	KIMBERLY	.....	D	68.2	6.49	5.25	8.51				9.20	1.043
3.10	2.30						10.53	10.54	144	85.1	.....	.....	.....	ROSSBURG	.....	D	63.4	6.38	5.14	8.42				9.05	1.015
3.38	2.45						11.03	11.06	W	150	91.1	.....	.....	AITKIN	.....	DN	58.4	6.27	5.03	8.32				8.40	9.50
4.00	3.10						11.11	11.16	155	95.9	.....	.....	.....	CEDAR LAKE	.....	D	51.6	6.17	4.53	8.23				8.67	9.50
5.00	3.25						11.20	11.26	160	101.5	.....	.....	.....	DEERWOOD	.....	DN	48.0	6.06	4.43	8.14				8.45	9.50
5.30	4.00						11.27	11.34	W	165	108.5	.....	.....	KLONDYKE	.....	D	42.0	6.58	4.34	8.07				8.35	9.50
5.40	4.34						11.36	11.44	170	111.0	.....	.....	.....	LOERCH	.....	D	36.5	6.48	4.24	7.59				8.22	9.50
6.05	4.55						11.47M	11.44	177	118.2	.....	.....	.....	BRANDER	.....	DN	29.3	6.35	4.10	7.47				8.05M	9.50
6.30M	5.15						11.50M	11.50M	WCO TY	181	122.6	.....	.....	BAXTER	.....	DN	24.9	6.21	3.51	7.40				8.00M	9.50
6.59	5.48						12.02M	12.02M	TY	187	128.3	.....	.....	SYLVAN	.....	D	19.3	6.08	3.42	7.32				8.00	9.50
6.59	5.48						12.02M	12.02M	TY	187	128.3	.....	.....	SYLVAN	.....	D	19.3	6.08	3.42	7.32				8.00	9.50
6.59	5.48						12.02M	12.02M	TY	187	128.3	.....	.....	SYLVAN	.....	D	19.3	6.08	3.42	7.32				8.00	9.50
6.59	5.48						12.02M	12.02M	TY	187	128.3	.....	.....	SYLVAN	.....	D	19.3	6.08	3.42	7.32				8.00	9.50
6.59	5.48						12.02M	12.02M	TY	187	128.3	.....	.....	SYLVAN	.....	D	19.3	6.08	3.42	7.32				8.00	9.50
6.59	5.48						12.02M	12.02M	TY	187	128.3	.....	.....	SYLVAN	.....	D	19.3	6.08	3.42	7.32				8.00	9.50
6.59	5.48						12.02M	12.02M	TY	187	128.3	.....	.....	SYLVAN	.....	D	19.3	6.08	3.42	7.32				8.00	9.50
6.59	5.48						12.02M	12.02M	TY	187	128.3	.....	.....	SYLVAN	.....	D	19.3	6.08	3.42	7.32				8.00	9.50
6.59	5.48						12.02M	12.02M	TY	187	128.3	.....	.....	SYLVAN	.....	D	19.3	6.08	3.42	7.32				8.00	9.50
6.59	5.48						12.02M	12.02M	TY	187	128.3	.....	.....	SYLVAN	.....	D	19.3	6.08	3.42	7.32				8.00	9.50
6.59	5.48						12.02M	12.02M	TY	187	128.3	.....	.....	SYLVAN	.....	D	19.3	6.08	3.42	7.32				8.00	9.50
6.59	5.48						12.02M	12.02M	TY	187	128.3	.....	.....	SYLVAN	.....	D	19.3	6.08	3.42	7.32				8.00	9.50
6.59	5.48						12.02M	12.02M	TY	187	128.3	.....	.....	SYLVAN	.....	D	19.3	6.08	3.42	7.32				8.00	9.50
6.59	5.48						12.02M	12.02M	TY	187	128.3	.....	.....	SYLVAN	.....	D	19.3	6.08	3.42	7.32				8.00	9.50
6.59	5.48						12.02M	12.02M	TY	187	128.3	.....	.....	SYLVAN	.....	D	19.3	6.08	3.42	7.32				8.00	9.50
6.59	5.48						12.02M	12.02M	TY	187	128.3	.....	.....	SYLVAN	.....	D	19.3	6.08	3.42	7.32				8.00	9.50
6.59	5.48						12.02M	12.02M	TY	187	128.3	.....	.....	SYLVAN	.....	D	19.3	6.08	3.42	7.32				8.00	9.50
6.59	5.48						12.02M	12.02M	TY	187	128.3	.....	.....	SYLVAN	.....	D	19.3	6.08	3.42	7.32				8.00	9.50
6.59	5.48						12.02M	12.02M	TY	187	128.3	.....	.....	SYLVAN	.....	D	19.3	6.08	3.42	7.32				8.00	9.50
6.59	5.48						12.02M	12.02M	TY	187	128.3	.....	.....	SYLVAN	.....	D	19.3	6.08	3.42	7.32				8.00	9.50
6.59	5.48						12.02M	12.02M	TY	187	128.3	.....	.....	SYLVAN	.....	D	19.3	6.08	3.42	7.32				8.00	9.50
6.59	5.48						12.02M	12.02M	TY	187	128.3	.....	.....	SYLVAN	.....	D	19.3	6.08	3.42	7.32				8.00	9.50
6.59	5.48						12.02M	12.02M	TY	187	128.3	.....	.....	SYLVAN	.....	D	19.3	6.08	3.42	7.32				8.00	9.50
6.59	5.48						12.02M	12.02M	TY	187	128.3	.....	.....	SYLVAN	.....	D	19.3	6.08	3.42	7.32				8.00	9.50
6.59	5.48						12.02M	12.02M	TY	187	128.3	.....	.....	SYLVAN	.....	D									

WESTWARD

THIRD SUB-DIVISION

MAIN LINE

[illegible]

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

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

DERAIL SWITCHES--See Page 6.
YARD LIMITS--West Duluth Jct., Carlton, Hinckley and White Bear.
HELPER DISTRICT--Duluth to three miles west of Carlton.
Maximum speed of passenger train is one minute or sixty seconds per mile.
This limit must never be exceeded.

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

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

[illegible]

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, and must not pass that time that twice (12 minutes, Brownell to Short Line Park, and twice (9) minutes, Short Line Park to Smithville. The speed restriction does not apply to light engines nor to engine running with caboose only. Passenger trains will w 120 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 Grassy Point Line or to Fond du Lac Branch.

Maximum speed of passenger trains is one minute or sixty seconds per mile. This limit must never be exceeded.

Third subdivision main line trains will register a d receive clearance and orders at West Duluth Junction.

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.
No. 64 will take siding at Heroun for No. 63.
Nos. 63 and 64 will register at Wyoming by ticket.
See foot not s on page 3.

WESTWARD									SIXTH SUB-DIVISION (CLOQUET BRANCH)									EASTWARD									WESTWARD									SEVENTH SUB-DIVISION (MILLER BRANCH)									EASTWARD																																																																																																																																																																																																																																																																																																																																																							
SECOND CLASS			FIRST CLASS			Water, Fuel, Baggage, Extra Fare and Wyer	Station Numbers	Distance from Carlton	TIME TABLE No. 40 June 7, 1914. Succeeding No. 39B.			Distance from Cloquet	Car Capacity of Sidings	FIRST CLASS		SECOND CLASS			THIRD CLASS			Water, Fuel, Baggage, Extra Fare and Wyer	Station Numbers	Distance from Quarry	TIME TABLE No. 40 June 7, 1914. Succeeding No. 39B.			Distance from Groningen	Car Capacity of Sidings	THIRD CLASS																																																																																																																																																																																																																																																																																																																																																																						
425	423	421	73	71	75				72	74	422			424	426	735	STATIONS			736																																																																																																																																																																																																																																																																																																																																																																																
Mixed	Mixed	Mixed	Passenger	Passenger	Passenger				Passenger	Passenger	Mixed			Mixed	Mixed	Way Freight	Telegraph Offices and Calls			Way Freight																																																																																																																																																																																																																																																																																																																																																																																
Ex. Sun.	Ex. Sun.	Ex. Sun.	Sun. only	Daily	Ex. Sun.				Daily	Ex. Sun.	Ex. Sun.			Ex. Sun.	Daily	Tue. Thur. and Sat.	Telegraph Offices and Calls			Tue. Thur. and Sat.																																																																																																																																																																																																																																																																																																																																																																																
L 3.15 ^W	L 10.00 ^W	L 6.40 ^W	L 7.45 ^W	L 6.15 ^W	L 1.25 ^W				L 7.57 ^W	L 6.27 ^W	L 1.37 ^W			L 7.45 ^W	L 6.15 ^W	L 1.25 ^W	L 7.57 ^W	L 6.27 ^W	L 1.37 ^W	L 7.45 ^W	L 6.15 ^W				L 1.25 ^W	L 7.57 ^W	L 6.27 ^W			L 1.37 ^W	L 7.45 ^W	L 6.15 ^W	L 1.25 ^W	L 7.57 ^W	L 6.27 ^W	L 1.37 ^W	L 7.45 ^W	L 6.15 ^W	L 1.25 ^W	L 7.57 ^W	L 6.27 ^W	L 1.37 ^W	L 7.45 ^W	L 6.15 ^W	L 1.25 ^W	L 7.57 ^W	L 6.27 ^W	L 1.37 ^W	L 7.45 ^W	L 6.15 ^W	L 1.25 ^W	L 7.57 ^W	L 6.27 ^W	L 1.37 ^W	L 7.45 ^W	L 6.15 ^W	L 1.25 ^W	L 7.57 ^W	L 6.27 ^W	L 1.37 ^W	L 7.45 ^W	L 6.15 ^W	L 1.25 ^W	L 7.57 ^W	L 6.27 ^W	L 1.37 ^W	L 7.45 ^W	L 6.15 ^W	L 1.25 ^W	L 7.57 ^W	L 6.27 ^W	L 1.37 ^W	L 7.45 ^W	L 6.15 ^W	L 1.25 ^W	L 7.57 ^W	L 6.27 ^W	L 1.37 ^W	L 7.45 ^W	L 6.15 ^W	L 1.25 ^W	L 7.57 ^W	L 6.27 ^W	L 1.37 ^W	L 7.45 ^W	L 6.15 ^W	L 1.25 ^W	L 7.57 ^W	L 6.27 ^W	L 1.37 ^W	L 7.45 ^W	L 6.15 ^W	L 1.25 ^W	L 7.57 ^W	L 6.27 ^W	L 1.37 ^W	L 7.45 ^W	L 6.15 ^W	L 1.25 ^W	L 7.57 ^W	L 6.27 ^W	L 1.37 ^W	L 7.45 ^W	L 6.15 ^W	L 1.25 ^W	L 7.57 ^W	L 6.27 ^W	L 1.37 ^W	L 7.45 ^W	L 6.15 ^W	L 1.25 ^W	L 7.57 ^W	L 6.27 ^W	L 1.37 ^W	L 7.45 ^W	L 6.15 ^W	L 1.25 ^W	L 7.57 ^W	L 6.27 ^W	L 1.37 ^W	L 7.45 ^W	L 6.15 ^W	L 1.25 ^W	L 7.57 ^W	L 6.27 ^W	L 1.37 ^W	L 7.45 ^W	L 6.15 ^W	L 1.25 ^W	L 7.57 ^W	L 6.27 ^W	L 1.37 ^W	L 7.45 ^W	L 6.15 ^W	L 1.25 ^W	L 7.57 ^W	L 6.27 ^W	L 1.37 ^W	L 7.45 ^W	L 6.15 ^W	L 1.25 ^W	L 7.57 ^W	L 6.27 ^W	L 1.37 ^W	L 7.45 ^W	L 6.15 ^W	L 1.25 ^W	L 7.57 ^W	L 6.27 ^W	L 1.37 ^W	L 7.45 ^W	L 6.15 ^W	L 1.25 ^W	L 7.57 ^W	L 6.27 ^W	L 1.37 ^W	L 7.45 ^W	L 6.15 ^W	L 1.25 ^W	L 7.57 ^W	L 6.27 ^W	L 1.37 ^W	L 7.45 ^W	L 6.15 ^W	L 1.25 ^W	L 7.57 ^W	L 6.27 ^W	L 1.37 ^W	L 7.45 ^W	L 6.15 ^W	L 1.25 ^W	L 7.57 ^W	L 6.27 ^W	L 1.37 ^W	L 7.45 ^W	L 6.15 ^W	L 1.25 ^W	L 7.57 ^W	L 6.27 ^W	L 1.37 ^W	L 7.45 ^W	L 6.15 ^W	L 1.25 ^W	L 7.57 ^W	L 6.27 ^W	L 1.37 ^W	L 7.45 ^W	L 6.15 ^W	L 1.25 ^W	L 7.57 ^W	L 6.27 ^W	L 1.37 ^W	L 7.45 ^W	L 6.15 ^W	L 1.25 ^W	L 7.57 ^W	L 6.27 ^W	L 1.37 ^W	L 7.45 ^W	L 6.15 ^W	L 1.25 ^W	L 7.57 ^W	L 6.27 ^W	L 1.37 ^W	L 7.45 ^W	L 6.15 ^W	L 1.25 ^W	L 7.57 ^W	L 6.27 ^W	L 1.37 ^W	L 7.45 ^W	L 6.15 ^W	L 1.25 ^W	L 7.57 ^W	L 6.27 ^W	L 1.37 ^W	L 7.45 ^W	L 6.15 ^W	L 1.25 ^W	L 7.57 ^W	L 6.27 ^W	L 1.37 ^W	L 7.45 ^W	L 6.15 ^W	L 1.25 ^W	L 7.57 ^W	L 6.27 ^W	L 1.37 ^W	L 7.45 ^W	L 6.15 ^W	L 1.25 ^W	L 7.57 ^W	L 6.27 ^W	L 1.37 ^W	L 7.45 ^W	L 6.15 ^W	L 1.25 ^W	L 7.57 ^W	L 6.27 ^W	L 1.37 ^W	L 7.45 ^W	L 6.15 ^W	L 1.25 ^W	L 7.57 ^W	L 6.27 ^W	L 1.37 ^W	L 7.45 ^W	L 6.15 ^W	L 1.25 ^W	L 7.57 ^W	L 6.27 ^W	L 1.37 ^W	L 7.45 ^W	L 6.15 ^W	L 1.25 ^W	L 7.57 ^W	L 6.27 ^W	L 1.37 ^W	L 7.45 ^W	L 6.15 ^W	L 1.25 ^W	L 7.57 ^W	L 6.27 ^W	L 1.37 ^W	L 7.45 ^W	L 6.15 ^W	L 1.25 ^W	L 7.57 ^W	L 6.27 ^W	L 1.37 ^W	L 7.45 ^W	L 6.15 ^W	L 1.25 ^W	L 7.57 ^W	L 6.27 ^W	L 1.37 ^W	L 7.45 ^W	L 6.15 ^W	L 1.25 ^W	L 7.57 ^W	L 6.27 ^W	L 1.37 ^W	L 7.45 ^W	L 6.15 ^W	L 1.25 ^W	L 7.57 ^W	L 6.27 ^W	L 1.37 ^W	L 7.45 ^W	L 6.15 ^W	L 1.25 ^W	L 7.57 ^W	L 6.27 ^W	L 1.37 ^W	L 7.45 ^W	L 6.15 ^W	L 1.25 ^W	L 7.57 ^W	L 6.27 ^W	L 1.37 ^W	L 7.45 ^W	L 6.15 ^W	L 1.25 ^W	L 7.57 ^W	L 6.27 ^W	L 1.37 ^W	L 7.45 ^W	L 6.15 ^W	L 1.25 ^W	L 7.57 ^W	L 6.27 ^W	L 1.37 ^W	L 7.45 ^W	L 6.15 ^W	L 1.25 ^W	L 7.57 ^W	L 6.27 ^W	L 1.37 ^W	L 7.45 ^W	L 6.15 ^W	L 1.25 ^W	L 7.57 ^W	L 6.27 ^W	L 1.37 ^W	L 7.45 ^W	L 6.15 ^W	L 1.25 ^W	L 7.57 ^W	L 6.27 ^W	L 1.37 ^W	L 7.45 ^W	L 6.15 ^W	L 1.25 ^W	L 7.57 ^W	L 6.27 ^W	L 1.37 ^W	L 7.45 ^W	L 6.15 ^W	L 1.25 ^W	L 7.57 ^W	L 6.27 ^W	L 1.37 ^W	L 7.45 ^W	L 6.15 ^W	L 1.25 ^W	L 7.57 ^W	L 6.27 ^W	L 1.37 ^W	L 7.45 ^W	L 6.15 ^W	L 1.25 ^W	L 7.57 ^W	L 6.27 ^W	L 1.37 ^W	L 7.45 ^W	L 6.15 ^W	L 1.25 ^W	L 7.57 ^W	L 6.27 ^W	L 1.37 ^W	L 7.45 ^W	L 6.15 ^W	L 1.25 ^W	L 7.57 ^W	L 6.27 ^W	L 1.37 ^W	L 7.45 ^W	L 6.15 ^W	L 1.25 ^W	L 7.57 ^W	L 6.27 ^W	L 1.37 ^W	L 7.45 ^W	L 6.15 ^W	L 1.25 ^W	L 7.57 ^W	L 6.27 ^W	L 1.37 ^W	L 7.45 ^W	L 6.15 ^W	L 1.25 ^W	L 7.57 ^W	L 6.27 ^W	L 1.37 ^W	L 7.45 ^W	L 6.15 ^W	L 1.25 ^W	L 7.57 ^W

WESTWARD										EASTWARD																													
EIGHTH SUB-DIVISION (GRANTSBURG BRANCH)										NINTH SUB-DIVISION (TAYLORS FALLS BRANCH)																													
SECOND CLASS		Water, Fuel, Siding, Turn Tables and Ways	Station Numbers	Distance from Grantsburg	TIME TABLE No. 40 June 7, 1914. Succeeding No. 39D.				Distance from Rush City	Only Capacity of Siding	SECOND CLASS		Water, Fuel, Siding, Turn Tables and Ways	Station Numbers	Distance from Taylors Falls	Distance from Wyoming	Car Capacity of Siding	FIRST CLASS				THIRD CLASS																	
419					420		726																																
Mixed					Mixed		Way Freight																																
Ex. Sun.					Ex. Sun.		Ex. Sun.																																
L 11.55 ^W		LE17	0.0	D.....GRANTSBURG.....G	0.5	A 11.20 ^W	A 11.20 ^W	LE11	6.5	LINDS SPUR.....	3.8	11.05	10.56	10.52	L 10.40 ^W	L 10.40 ^W	L 12.35 ^W	L 3.30 ^W	L 7.50 ^W	L 6.25 ^W	WT	0.0	TAYLORS FALLS YARD.....	0.7	A 7.40 ^W	A 11.30 ^W	A 4.00 ^W	TAYLORS FALLS.....FA	2.4	10.5	10	A 1.36 ^W	A 1.36 ^W						
12.13 ^W		LE11	6.5	LINDS SPUR.....	3.8	11.05	10.56	LE7	10.3	BENSON.....	1.0	10.56	10.52	10.52	L 10.40 ^W	L 10.40 ^W	12.35 ^W	3.30 ^W	7.50 ^W	6.25 ^W	LF21	0.7	TAYLORS FALLS.....FA	2.4	7.35	11.26	3.58	11.17	3.50	1.15	1.30	1.30							
12.24		LE7	10.3	BENSON.....	1.0	10.56	10.52	LE4	11.0	ST. CROIX RIVER.....	5.1	10.52	10.52	10.52	L 10.40 ^W	L 10.40 ^W	12.35 ^W	3.30 ^W	7.50 ^W	6.25 ^W	LF17	3.1	FRANCONIA.....	3.1	7.27	11.17	3.50	11.17	3.50	1.15	1.30	1.30							
12.29		LE4	11.0	ST. CROIX RIVER.....	5.1	10.52	10.52	LE4	11.0	ST. CROIX RIVER.....	5.1	10.52	10.52	10.52	L 10.40 ^W	L 10.40 ^W	12.35 ^W	3.30 ^W	7.50 ^W	6.25 ^W	LF14	6.2	SHAFERS.....SF	3.4	7.18	11.08	3.42	11.08	3.42	1.15	1.30	1.30							
A 12.46 ^W		WYO-L	9.0	RUSH CITY.....RC	0.0	12.40 ^W	12.40 ^W	WYO-L	9.0	RUSH CITY.....RC	0.0	12.40 ^W	12.40 ^W	12.40 ^W	L 10.40 ^W	L 10.40 ^W	12.35 ^W	3.30 ^W	7.50 ^W	6.25 ^W	LF10	9.0	CENTRE CITY.....CN	1.7	7.10	11.00	3.32	11.00	3.32	1.15	1.30	1.30							
Ex. Sun.		Time Over Sub-division										Ex. Sun.		Time Over Sub-division										Ex. Sun.															
0.50		Average Speed per Hour										0.40		Average Speed per Hour										2.20															
20.4		Average Speed per Hour										25.5		Average Speed per Hour										8.0															
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—Rush City and Grantsburg.																				REGISTERING STATIONS—Wyoming and Taylors Falls.																			
Branch trains will protect themselves by flag against Main Line trains at Westward "Y" at Rush City.																				Passenger trains will stop on flag at Russell Beach.																			
																				Yard Limits—Taylors Falls.																			

WESTWARD				TENTH SUB-DIVISION (CUYUNA NORTHERN RAILWAY)				EASTWARD			
		Warr. Fuel Equip. Turn Tables and Wyes				TIME TABLE No. 40 June 7, 1914. Succeeding No. 39B.					
		Station Numbers				STATIONS					
		Distance from Deerwood				Telegraph Offices and Calls					
		100		0.0		DN.....DEERWOOD.....DO 3.8		3.8			
		L 4		3.8		ORELAND.....		0.0			
						Time Over Sub-division					
						Average Speed per Hour					

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

WESTWARD				ELEVENTH SUB-DIVISION (CUYUNA NORTHERN RAILWAY)				EASTWARD			
FIRST CLASS		Water, Fuel, Grease, Turn Tables and Ways	Station Numbers	TIME TABLE No. 40 June 7, 1914. Succeeding No. 39B.		Distance from End of Track	Capacity of Sidings	FIRST CLASS			
49								50			
Passenger								Passenger			
Daily								Daily			
L 9.42 ^W	100			0.0	DN.....DEERWOOD.....DO 3.6			8.1	A 10.07 ^W		
A 9.52 ^W	LK 4	3.6	IRONTON..... 1.6	1.6	L 9.54 ^W 49						
	LK 2	5.1	END OF TRACK.....	0.0							
0.10			Time Over Sub-division			0.13					
21.6			Average Speed per Hour			16.6					

COMMERCIAL SPURS.

FIRST SUB-DIVISION

Distance from Ashland.

Ledine Spur.....	14.8 Miles.
Bellwood.....	40.0 "
Fox Spur.....	43.3 "

SECOND SUB-DIVISION

Distance from Duluth.

Carnegie Spur.....	13.1 Miles.
Zenith Gravel Spur.....	30.2 "
Grass Twine Spur.....	72.6 "

THIRD SUB-DIVISION

Distance from Duluth.

Power Co. Spur.....	17.0 Miles.
Garen Siding.....	130.7 "

EIGHTH SUB-DIVISION

Distance from Rush City.

Rungren's Spur.....	8.0 Miles.
Clayfield.....	9.2 "
Anderson's Spur.....	15.0 "

RAIL SWITCHES LAKE SUPERIOR DIVISION.

FIRST SUB-DIVISION.

Station	Track	Location
Iron River.....	Transfer Track.....	West End.
Pearson.....	Siding.....	West End.
Maple.....	Siding.....	West End.
Wiche.....	Siding.....	East End.
Poplar.....	Siding.....	West End.
Wentworth.....	Siding.....	East End.

FIFTH SUB-DIVISION.

Washburn.....	Omaha Transfer.....	East End.....
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SECOND SUB-DIVISION.

Station	Track	Location
Sawyer.....	North Siding.....	East End.
Iverson.....	Siding.....	East End.
Iverson.....	Loading Track.....	East End.

TENTH SUB-DIVISION.

Ore Lands.....	All Tracks.....	East End.
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THIRD SUB-DIVISION.

Station	Track	Location
Bald Eagle.....	Wye Track.....	East End.
Garen.....	Siding.....	West End.
Stacy.....	House Track.....	West End.
Friceland.....	Loading Track.....	West End.
Brownell.....	Siding.....	East End.
Mill Post 17.....	Spur.....	East End.
Short Line Park.....	Siding.....	East End.
Smithville.....	Siding.....	East End.

SIXTH SUB-DIVISION.

Scanlon.....	Transfer Track.....	West End.
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SEVENTH SUB-DIVISION.

Quarry Track.....	Miller Branch.....	East End.
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Authorized Surgeons—Lake Superior Division

LOCATION OF STRETCHERS (S)

DR. A. W. IDE, Chief Surgeon, Brainerd Hospital (s).
Brainerd Shops (s).
DRS. McLAREN, RITCHIE, DOUGHERTY AND ABBOTT, 914
Lowry Bldg., St. Paul.
DR. P. A. HOFF, 939 Lowry Bldg., St. Paul.
DR. E. L. MANN, 718 Lowry Bldg., St. Paul.
DRS. QUINN AND STIERLE, 302 Pittsburgh Bldg., St. Paul.
DR. FREDERICK J. MITCHELL, 896 Payne Ave., St. Paul.
DR. F. L. BECKLEY, 348 Prior Ave., St. Paul.
DR. S. M. KIRKWOOD, 1615 Wesley Ave., Hamline.
DR. B. LEAHY, Cor. Snelling and University Aves.

DR. S. O. FRANCIS, White Bear (s).
Wyoming (s).
DR. J. A. POIRIER, Forest Lake.
DR. C. A. ANDERSON, Rush City (s).
DR. P. BAKKE, Grantsburg.
DR. E. L. STEPHEN, 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, 219 Albany Block, East End, Superior.
DR. J. C. ADAMS, 620 Tower Ave., Superior.
Superior, Freight Station (s).
Central Avenue (s).
East End Station (s).

SPECIALISTS

DR. A. C. HEATH, Nose and Throat, 339 Lowry Bldg., St. Paul.
DR. J. W. CHAMBERLAIN, Eye and Ear, 734 Lowry Bldg., St. Paul.
DR. L. A. NELSON, Eye and Ear, 734 Lowry Bldg., St. Paul.

St. Paul 4th. Street Yard Office (s).

St. Paul Mississippi St. (s).

St. Paul Como Shops (s).

St. Paul Fourth Street Freight Station (s).

DR. A. A. LAW, 420 Syndicate Bldg., Minneapolis.

DR. J. H. RISHMILLER, 409 Pillsbury Bldg., Minneapolis.

DR. I. C. McDONALD, 601 Syndicate Bldg., Minneapolis.

E. Minneapolis (s).

Minneapolis Car Foreman's Office (s).

Minneapolis Tool Car (s).

Minneapolis Northtown Transfer (s).

Gloster Shops (s).

DR. ROOD TAYLOR, Rooms 212-213 Lyceum Bldg., Duluth.

DR. A. J. BRADEN, 415 Fidelity Bldg., Duluth.

DR. C. L. HANEY, Sloan Bldg., Duluth.

Duluth Yard Office at Rice's Point (s).

Dock 2, Duluth (s).

Dock 6, Duluth (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.

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.

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.

	G 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	60	Cars	80	Cars
Westward.....	Tons	Cars	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 S-d.....	500	12	700	16	800	18	1000	23	1150	20	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, Enginemen 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.

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 Ave., 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 breaking 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. Switch Engines moving over main line, running ahead or backing, will not exceed a speed of fifteen (15) miles per hour or four minutes to the mile.

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 Sub-division 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.

No. 7. Within Automatic Block Signal territory, trains using a crossover must have at least one switch open while occupying any part of the crossover.

No. 8. Freight trains authorized to carry adult male passengers when provided with proper transportation from and to points at which these trains stop for other purposes:

No. 727 between Carlton and Brainerd.

No. 728 between Aitkin and Carlton.

Nos. 723 and 724 between Carlton and Hinckley.

Nos. 721 and 722 between Hinckley and Rush City.

Nos. 725 and 726 between Wyoming and Taylors Falls.

The following amendments have been made to Automatic Block Signal Rule No. 504, Book of Transportation Rules:

504-C. When a train is stopped by a Block Signal having two lights (called the home signal) on single track, Automatic Block Signal territory, it may proceed when the signal goes to caution or to clear position, or if not immediately cleared, it may proceed under caution after obtaining authority from the Train Dispatcher, or if unable to communicate with the Train Dispatcher, the train may proceed under protection of flag, to the next signal that indicates clear or caution.

504-D. When a train is stopped by an intermediate Block Signal on single track, it may proceed when the signal goes to caution or to clear position, or if not immediately changed it may proceed at once under caution, except when a train is proceeding under flag from the last Home Signal as provided in Rule 501-C.

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.

