

NORTHERN PACIFIC RAILWAY COMPANY.

LAKE SUPERIOR DIVISION

TIME 40A TABLE

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

SUNDAY, SEPTEMBER 20th, 1914.

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.

SECOND SUB-DIVISION (MAIN LINE)

WESTWARD

EASTWARD

THIRD CLASS		SECOND CLASS		FIRST CLASS					TIME TABLE No. 40A September 20, 1914. Succeeding No. 40.										FIRST CLASS						THIRD CLASS		
727	623	625	49	65	63	59	57	55	Water, Fuel, Scales, Turn Tables and Wyes	Station Numbers	Distance from Duluth	STATIONS		Distance from Staples	Car Capacity of Sidings	56	58	60	64	66	50	624	728				
Way Freight	Freight	Freight	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger				Passenger	Passenger			Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Freight	Way Freight
Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily				Daily	Daily			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Ex. Sun.
	L 8.00PM	L 6.00PM		L 11.10PM	L 1.55PM	L 10.00AM	L 7.30PM	L 7.50AM	WCO TY	WB 71	0.0	DU.....DULUTH.....DN	8.3	147.5		A 6.40PM	A 8.15AM	A 11.25PM	A 7.25PM	A 6.30AM							
BETWEEN CENTRAL AVE. AND DULUTH TRAINS WILL BE GOVERNED BY DULUTH AND SUPERIOR TERMINALS TIME TABLE.																											
	L 9.50PM	L 7.10PM ⁶⁴		L 11.50PM	L 2.35PM	L 10.40AM	L 8.00PM	L 8.20AM	WY	67	8.3	AJ.....CENTRAL AVE.....DN	139.2	800		As 6.10PM	As 7.47AM	A 10.46PM	A 6.43PM ⁶²⁵	As 5.45AM							
	9.56	7.16		11.56PM	2.39	10.44	f 8.06	f 8.25		69	10.7	POKEGAMA.....	136.8	42		f 6.04	f 7.41	10.42	6.39	5.39							
	10.15 ⁶⁰	7.30		12.08AM	2.46	10.53	f 8.18	f 8.35		74	15.7	WALBRIDGE.....	131.8	44		f 5.54	f 7.31	10.34 ⁶²³	6.31	5.28							
	10.30 ⁶⁰	7.42		12.15	2.51	10.58	8.24	8.41		78	18.4	STATE LINE.....	129.1			5.49	7.26	10.29 ⁶²³	6.27	5.22							
	10.36	7.50		12.19	2.54	11.01	f 8.28	f 8.45		79	20.1	BARKER.....	127.4	42		f 5.46	f 7.23	10.26	6.24	5.18							
	10.50	8.05		f 12.26	3.00	11.07	s 8.36	s 8.52		82	23.1	WQ.....WRENSHALL.....DN	124.4	80		s 5.41	s 7.18	10.21	6.19	f 5.11							
L 7.30AM ⁵⁹	11.30	A 8.20PM ⁵⁷		A 12.38AM	A 3.08PM	s 11.16	s 8.47 ⁶²⁵	s 9.03	WY OC	86	27.5	UN.....CARLTON.....DN	120.0			s 5.33	s 7.10 ⁷²⁷	s 10.14	L 6.12PM	L 5.01AM		A 12.40AM	A 6.30PM				
f 7.50	11.50PM					11.24	f 9.03	f 9.13		91	32.4	IVERSON.....	115.1	80		f 5.19	f 6.58	10.06				12.25	f 6.10				
s 8.20	12.10AM ⁶²⁴					11.32	s 9.14	s 9.22	Y	96	37.2	SA.....SAWYER.....D	110.3	80		s 5.10	s 6.49	9.58				12.10AM ⁶²³	s 5.50				
f 8.40	12.30					11.43	f 9.28	f 9.34		102	43.7	CORONA.....	103.8	75		f 4.58	f 6.36	9.48				11.50PM	f 5.20				
s 9.00	12.45					11.52AM	s 9.40 ⁶⁰	s 9.44	W	108	49.1	CM.....CROMWELL.....DN	98.4	75		s 4.48	s 6.25	9.40 ⁵⁷				11.30	s 5.00				
s 9.25	1.00					12.02PM	s 9.52	s 9.56		114	55.2	WT.....WRIGHT.....D	92.3	80		s 4.36 ⁷²⁸	s 6.13	9.31				11.10	s 4.40 ⁵⁰				
s 9.50	1.15					12.12	s 10.04	s 10.08		120	61.3	TK.....TAMARACK.....D	86.2	75		s 4.24	s 6.01	9.22				10.50	s 4.10				
f 10.16 ⁶⁵	1.23					12.19	f 10.12	f 10.16 ⁷²⁷		125	65.3	GRAYLING.....	82.2	80		f 4.16	f 5.53	9.15				10.35	f 3.45				
s 10.40 ^{11.30}	2.00					s 12.28	s 10.23 ⁶²⁴	s 10.26	YWC	129	70.5	MQ.....MCGREGOR.....DN	77.0	E 75 W 75		s 4.06	s 5.43	s 9.07				10.23 ⁵⁷	s 3.25 ^{2.45}				
f 11.50AM	2.15					12.35	f 10.31	f 10.34		133	74.5	UDE.....	73.0	75		f 3.58	f 5.34	8.59				9.35	f 2.25				
s 12.10PM	2.30					12.43	f 10.41	s 10.43		138	79.3	K.....KIMBERLY.....D	68.2	80		s 3.49	f 5.25	8.51				9.20	s 2.05				
f 12.40	2.45					12.53	f 10.53	f 10.54		144	85.1	ROSSBURG.....	62.4	80		f 3.38	f 5.14	8.42				9.05	f 1.35				
s 12.55 ⁷²⁸	3.10		L 9.15AM ⁵⁰			s 1.03 ⁷²⁷⁻⁷²⁸	s 11.06	s 11.06	W	150	91.1	KN.....AITKIN.....DN	56.4	E 80 W 80		s 3.27	s 5.03	s 8.32 ⁶²⁴			A 9.10AM ⁴⁹	8.40 ⁵⁹	1.03 ⁵⁹				
f 1.20	3.25		f 9.28			1.11	f 11.16	f 11.15		155	95.9	CEDAR LAKE.....	51.6	80		f 3.17	f 4.53	8.23			f 8.57	7.58	f 12.30				
s 1.50	4.00		s 9.42 ^{10.08}			s 1.20	s 11.28	s 11.26		160	101.5	DO.....DEERWOOD.....DN	46.0	80		s 3.06	s 4.43	s 8.14			s 8.45	7.40	s 12.01PM				
f 2.15	4.34 ⁵⁸		f 10.19			1.27	f 11.36	f 11.34 ⁷²⁸	W	165	105.5	KLONDYKE.....	42.0	80		f 2.58	f 4.34 ⁶²³	8.07			f 8.35	7.25	f 11.34AM ⁵⁵				
f 2.48 ⁵⁶	4.55		f 10.32			1.36	f 11.47PM	f 11.44		170	111.0	LOERCH.....	36.5	80		f 2.48 ⁷²⁷	f 4.24	7.59			f 8.22	7.00	f 11.15				
s 3.05	5.15		A 10.50AM ⁷²⁸			s 1.50	s 12.02AM ^{12.15}	s 11.58AM ^{12.05PM}	WCO TY	177	118.2	B.....BRAINERD.....DN	29.3	E 65		s 2.35 ^{2.27}	s 4.10 ^{4.00}	s 7.47			L 8.05AM	6.30 ^{8.30}	10.50 ⁴⁹				
f 4.05	5.59					1.58	f 12.24	f 12.13		181	122.6	BAXTER.....	24.9	74		f 2.19	f 3.51	7.40				5.15	f 9.05				
f 4.25	6.20					2.08 ⁵⁶	f 12.36	f 12.23		187	128.2	SYLVAN.....	19.3	65		f 2.08 ⁵⁹	f 3.42	7.32				5.00	f 8.55				
s 4.45 ⁶²⁴	6.32					2.14	s 12.43	s 12.29		191	131.6	PG.....PILLAGER.....D	15.9	74		s 2.01	s 3.36	7.27				4.45 ⁷²⁷	s 8.35				
f 5.15	6.50					2.22	f 12.53	f 12.38		196	136.6	WHEELOCK.....	10.9	60		f 1.53	f 3.28	7.20				4.15	f 8.05				
s 6.10	7.03					2.28	s 1.00	s 12.45	W	199	140.3	MO.....MOTLEY.....DN	7.2	E 70 W 74		s 1.48	s 3.22	7.15				4.00	s 7.50				
f 6.40	7.18 ⁷²⁸					2.35	f 1.08	f 12.53		203	144.4	HAYDEN.....	3.1	75		f 1.40	f 3.15	7.09				3.25	f 7.18 ⁶²³				
A 7.00PM ⁶⁰	A 7.30AM					A 2.40PM ⁶²⁴	A 1.15AM	A 1.00PM	WCO TY	207	147.5	SO.....STAPLES.....DN	0.0			L 1.35PM	L 3.10AM	L 7.05PM ⁷²⁷				L 3.10PM ⁵⁹	L 7.00AM				
Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily				Time Over Sub-division				Daily	Daily	Daily	Daily	Daily	Daily	Daily	Ex. Sun.				
11.30	9.10	1.10	1.09	0.48	0.33	4.00	4.57	4.33				Average Speed per Hour				4.27	4.27	3.41	0.31	0.44	1.05	7.32	11.30				
10.4	15.1	16.4	23.5	24.0	34.9	34.8	28.1	30.5								31.2	31.2	37.7	37.1	26.1	25.0	15.9	10.4				

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

REGISTERING STATIONS—Central Ave., Carlton, Brainerd, Staples and Aitkins for trains terminating there.
BULLETIN STATIONS—Central Ave., Carlton, Brainerd and Staples Passenger Depot and yard office.
No. 59, 60, 63 and 64 will register at Central Ave. by ticket.
STANDARD CLOCKS—Duluth, Carlton and at Staples Passenger Depot.
DERAIL SWITCHES—See page 6.
YARD LIMITS—Central Ave., Carlton, McGregor, Aitkin, Brainerd and Staples.

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.
No. 58 will wait at Staples for No. 8.
No. 56 will wait at Staples for No. 10.

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.
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.

THIRD CLASS			SECOND CLASS		TIME TABLE No. 40A SEPTEMBER 20, 1914. Succeeding No. 40.		FIRST CLASS													
725	723	721	627	625	STATIONS		61	63	65	67	71	79								
Way Freight	Way Freight	Way Freight	Freight	Freight	Telegraph Offices and Calls		Passenger	Passenger	Passenger	Passenger	Passenger	Passenger								
Ex. Sun.	Mo. We. and Fri.	Ex. Sun.	Daily	Daily			Ex. Sun.	Daily	Daily	Ex. Sun.	Daily	Sat. & Sun.								
			L 7.45PM		WCY OT	0.0	DN.....DULUTH.....DU	140.4	WB 71	L 9.00AM	L 1.55PM	L 11.10PM	L 5.15PM							
BETWEEN DULUTH AND WEST DULUTH JCT. TRAINS WILL BE GOVERNED BY DULUTH AND SUPERIOR TERMINALS TIME TABLE.																				
			L 8.10PM		WY	5.5	WEST DULUTH JCT.....	134.9	L 5	L 9.20AM			L 5.33PM							
			8.20			30	7.7	SMITHVILLE.....	132.7	L 8	f 9.26		f 5.39							
			8.32			42	11.3	SHORT LINE PARK.....	129.1	L 11	f 9.35		s 5.48							
			8.55			54	16.1	BROWNELL.....	124.3	L 16	f 9.46		f 5.59							
			9.05			36	19.3	THOMSON.....	121.1	L 19	s 9.53		s 6.06							
	L 9.00AM		9.10 9.50	L 8.35PM	WCO Y	20.9	DN.....CARLTON.....UN	119.5	80	s 10.00	L 3.08PM	L 12.38AM	As 6.10PM							
	f 9.25 628		10.05	8.55		53	26.9	OTTER CREEK.....	113.5	L 26	10.12	3.17	12.53							
						10	28.4	ATKINSON.....	112.0	L 28	f 10.15		f 12.57							
	s 10.00		10.20	9.10		107	32.7	D.....MAHTOWA.....MA	107.7	L 33	s 10.24	3.25	f 1.08							
	s 10.20 6110.45		10.32	9.25		65	38.7	D.....BARNUM.....BM	101.7	L 39	s 10.36	3.34	f 1.23							
	s 11.00AM 6212.35PM		10.55	9.50	W	80	43.2	DN.....MOOSE LAKE.....MU	97.2	L 43	s 10.45	s 3.41	s 1.34							
	s 1.15		11.15	10.10		80	49.2	D.....STURGEON LAKE.....SQ	91.2	L 49	s 10.57	3.50	f 1.49 628							
	s 1.45		11.25	10.23		95	53.7	D.....WILLOW RIVER.....WR	86.7	L 54	s 11.06	3.56	f 2.00							
	f 2.10		11.34	10.34		60	57.0	RUTLEDGE.....	82.8	L 58	s 11.13	4.02	s 2.10							
	s 2.45		11.48	10.50		80	62.7	D.....FINLAYSON.....FY	77.7	L 62	s 11.22	4.09	f 2.23							
	s 3.08		11.59PM	11.00	YW	60	68.1	DN.....GRONINGEN.....MR	74.3	L 66	s 11.28	4.14	s 2.31							
	f 3.30		12.08AM	11.10		100	70.8	FRIESLAND.....	69.6	L 71	s 11.38	4.21	f 2.43							
	A 3.50PM	L 7.00AM	12.20 12.55 628	11.25PM 12.05AM 628	WCT Y	130	75.6	DN.....HINCKLEY.....HN	64.8	L 76	s 11.48	s 4.29	s 2.55 66							
						10	78.8	MISSION CREEK.....	61.6	L 79	f 12.05PM		f 3.18							
	f 7.20		1.18	12.35		80	82.9	BEROUN.....	57.5	L 83	f 12.14	4.40 64	f 3.28							
	s 7.42		1.38	1.00	W	76	88.7	DN.....PINE CITY.....J	51.7	L 89	s 12.26	s 4.49	s 3.42							
	s 8.00		1.57 60	1.20		80	93.4	D.....ROCK CREEK.....RK	47.0	L 94	s 12.35	4.57	s 3.53							
	s 8.20AM 722-61-62		2.15	1.45 66	WYO E 51 W 80	98.5	DN.....RUSH CITY.....RC	41.9	L 99	s 12.45 721-722	s 5.05	s 4.05								
	s 1.40		2.37	2.00		78	105.4	D.....HARRIS.....HA	35.0	L 106	s 1.09	5.16	f 4.21 626							
	s 2.00 2.20		2.53	2.15	W	155	110.5	D.....NORTH BRANCH.....CH	29.9	L 111	s 1.19	s 5.24	f 4.33							
	s 2.45		3.15	2.35		80	118.1	D.....STACY.....CA	22.3	L 119	s 1.34	5.36	f 4.51							
L 5.15PM	s 783.05 643.40		3.30 626	2.48	WY E 80 W 80	122.6	DN.....WYOMING.....WI	17.8	L 123	s 1.43	s 5.43	s 5.02	L 7.30AM	L 4.45PM						
s 5.30	f 4.18		3.50 626	3.00		78	126.8	D.....FOREST LAKE.....ST	13.6	L 127	s 1.52	f 5.50	f 5.12	s 7.38	s 4.54					
s 5.55	f 4.35		4.20	3.30		80	135.2	D.....HUGO.....VN	5.2	L 135	s 2.08	6.04	f 5.32	s 7.54	s 5.11					
s 6.05	f 4.45		4.35	3.45		139.4	D.....BALD EAGLE.....JN	1.0	L 140	s 2.16	6.11	s 5.42	s 8.02	s 5.19						
As 6.10PM 63-68		As 4.50PM	As 5.00AM	As 3.50AM	WCO T	140.4	DN.....WHITE BEAR.....WB	0.0	L 141	As 2.18PM 78	As 6.15PM 68-725	As 5.45AM	As 8.05AM	As 5.22PM						
Ex. Sun.	Mo. We. & Fr.	Ex. Sun.	Daily	Daily						Ex. Sun.	Daily	Daily	Ex. Sun.	Daily	Sat. & Sun.					
0.55 19.4	4.50 11.3	4.00 16.2	7.35 17.7	6.35 18.1						4.38 29.1	3.07 38.3	4.52 24.5	0.35 30.5	0.37 24.9	0.37 28.8					
Time Over Sub-division Average Speed per Hour																				

This train runs Saturday and Sunday only. See foot note.

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's Point and Chief Dispatcher's Office, Duluth.

DERAIL SWITCHES—See Page 6.
YARD LIMITS—West Duluth Jct., Carlton, Hineckley 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.

Passenger train will run from White Bear to Bald Eagle and leave Bald Eagle for White Bear, Ex. Sunday, at 7:16 A.M. and Ex. Saturday and Sunday at 5:19 P.M. These trains will be handled by train orders.
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

FIRST CLASS										Water, Fuel, Sealer, Turn Tables and Wyes	Car Capacity of Sidings	Distance from Duluth	TIME TABLE No. 40-A		Distance from White Bear	Station Numbers	SECOND CLASS	THIRD CLASS						
					78	72	68	66	64				62	SEPTEMBER 20, 1914.				628	624	626	722	724	726	
					Passenger	Passenger	Passenger	Passenger	Passenger				Passenger	Succeeding No. 40.				Freight	Freight	Freight	Way Freight	Way Freight	Way Freight	
					Sat. Sun.	Daily	Ex. Sun.	Daily	Daily				Ex. Sun.	STATIONS				Daily	Daily	Daily	Ex. Sun.	Tu. Th. Sat.	Ex. Sun.	
						A 9.40AM		A 6.30AM	A 7.25PM	A 2.05PM	WCY OT	0.0	DN.....DULUTH.....DU	140.4	WB 71	A 4.30AM								
													5.5											

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

This Train runs Saturday and Sunday only. See foot note.	A 8.20 ⁶¹ AM							0.0	DN.....	WEST DULUTH JCT.....	134.9	L	A 3.55 ^{AM}	A 1.50 ^{AM}	A 11.20 ^{AM}			
	f 9.15					Via 2d Sub-division and Superior		30	7.7	SMITHVILLE.....	132.7	L	8 3.45	1.42	11.10			
	f 9.07							42	11.3	SHORT LINE PARK.....	129.1	L	11 3.37	1.32	10.55			
	f 8.59							54	16.1	BROWNELL.....	124.3	L	10 3.25	1.20	10.35			
	s 8.53							36	19.3	THOMSON.....	121.1	L	19 3.15	1.05	10.25			
	L 8.50 ^{AM}					A 5.00 ^{AM}		20.9	DN.....	CARLTON.....	119.5	S	86 3.10	L 1.00 ^{AM}	10.20 ⁶¹	A 2.40 ^{PM}		
						4.47		53	26.9	OTTER CREEK.....	113.5	L	26 2.55		9.25 ⁷²³	f 2.15		
						f 4.44		10	28.4	ATKINSON.....	112.0	L	28 2.55			f 2.10		
						f 4.34		107	32.7	MAHTOWA.....	107.7	L	33 2.38		9.05	s 1.50		
						f 4.20		65	38.7	BARNUM.....	101.7	L	39 2.20		8.45	s 1.15		
						s 4.10		80	43.2	MOOSE LAKE.....	97.2	L	43 2.05		8.30	62 12.50 ^{PM}		
						f 3.56		80	49.2	STURGEON LAKE.....	91.2	L	49 1.49 ⁶⁵		8.09	s 11.55 ^{AM}		
						f 3.46		95	53.7	WILLOW RIVER.....	86.7	L	54 1.30		7.56	61 11.15 ^{PM}		
						s 3.37		60	57.6	RUTLEDGE.....	82.8	L	58 1.15		7.45	f 10.20		
						f 3.25		80	62.7	FINLAYSON.....	77.7	L	62 1.00		7.30	s 9.55		
						s 3.17		60	66.1	GRONINGEN.....	74.3	L	60 12.50		7.20	s 9.35 ^{PM}		
						f 3.06		100	70.8	FRIESLAND.....	69.0	L	71 12.35		7.05	f 9.10		
						s 2.55 ⁶⁵		130	75.6	HINCKLEY.....	64.8	L	70 12.20 ⁶²⁵⁻⁶²⁷		6.45 ⁶¹	A 3.30 ^{PM}	L 8.45 ^{AM}	
						f 2.32		10	78.8	MISSION CREEK.....	61.0	L	79 12.05 ^{AM}		6.15			
						f 2.22		80	82.9	BEROON.....	57.5	L	83 11.50 ^{PM}		5.55	f 2.55		
						s 2.08		76	88.7	PINE CITY.....	51.7	L	89 11.37		5.40	s 2.20		
						f 1.57 ⁶²⁷		80	93.4	ROCK CREEK.....	47.0	L	94 11.25		5.20	s 1.55		
						s 1.45 ⁶²⁵		80	98.5	RUSH CITY.....	41.9	L	99 11.13		5.00	s 1.30 ⁶¹⁻⁷²¹		
						f 1.29		78	105.4	HARRIS.....	35.0	L	100 10.58		4.21 ⁶⁵	s 12.25 ^{PM}		
						f 1.17		155	110.5	NORTH BRANCH.....	29.9	L	111 10.45		4.02	s 11.55 ^{AM}		
						f 1.00		80	118.1	STACY.....	22.3	L	119 10.25		3.42	s 10.55		
	A 2.55 ⁷²¹ PM					A 6.45 ^{PM}		80	122.6	WYOMING.....	17.8	L	123 10.15		3.30 ⁶²⁷	s 10.30	A 9.35 ^{AM}	
	s 2.44					s 6.38		78	126.8	FOREST LAKE.....	13.6	L	127 9.55		3.00 ⁶²⁵	s 9.45 ⁶²	9.25	
	s 2.34					s 6.24		80	135.2	HUGO.....	5.2	L	135 9.35		2.25	s 9.15	9.05	
	s 2.26					s 6.17		139.4	DN.....	BALD EAGLE.....	1.0	L	140 9.25		2.10	s 8.55	8.50	
	L 2.23 ⁶¹ PM					L 6.15 ^{PM}		140.4	DN.....	WHITE BEAR.....	0.0	L	141 9.20 ^{PM}		L 2.05 ^{AM}	L 8.50 ^{AM}	L 8.45 ^{AM}	
	Sat. Sun.	Daily	Ex. Sun.	Daily	Daily	Ex. Sun.							Daily	Daily	Daily	Ex. Sun.	Tu. Th. Sat.	Ex. Sun.
	0.37	0.30	0.30	4.35	3.12	4.15							7.10	0.50	8.20	5.25	4.50	0.50
	28.8	30.8	35.6	26.0	37.3	31.7							20.1	18.4	16.1	11.9	11.3	21.3

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 use not less than twelve (12) minutes, Brownell to Short Line Park, and nine (9) minutes, Short Line Park to Smithville. The speed restriction does not apply to light engines nor to engines running with cabooses only. Passenger trains will wait 20 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 and receive clearance and orders at West Duluth.

Passenger trains from White Bear will arrive Bald Eagle Ex. Sunday 7.18 A. M. and Ex. Saturday and Sunday at 2.26 P. M. These trains will be handled by train orders. 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 Beroun for No. 63. Nos. 63 and 64 will register at Wyoming by ticket. See foot notes on page 3.

WESTWARD						SIXTH SUB-DIVISION (CLOQUET BRANCH)										EASTWARD					WESTWARD						SEVENTH SUB-DIVISION (MILLER BRANCH)										EASTWARD				
SECOND CLASS			FIRST CLASS			Water, Fuel, Scales, Turn Tables and Wyes	Station Numbers	Distance from Carlton	TIME TABLE No. 40-A September 20, 1914. Succeeding No. 40.			Distance from Cloquet	Car Capacity of Sidings	FIRST CLASS		SECOND CLASS			THIRD CLASS		Water, Fuel, Scales, Turn Tables and Wyes	Station Numbers	Distance from Quarry	TIME TABLE No. 40-A September 20, 1914. Succeeding No. 40.			Distance from Graveling	Car Capacity of Sidings	THIRD CLASS												
425	423	421	73	71	75				72	74	422			424	426	735	736																								
Mixed	Mixed	Mixed	Passenger	Passenger	Passenger				Passenger	Passenger	Mixed			Mixed	Mixed	Way Freight	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.	Tue. Thur. and Sat.																								
L 3.15PM	L 10.00AM	L 6.40AM	L 7.45AM	L 6.15PM	L 1.25PM	WC OY	86	0.0	DN.....CARLTON.....UN 3.1	5.8		A 8.50AM	A 2.40PM	A 12.20PM	A 5.10PM	A 7.00PM	L 10.00AM 736	L 72	0.0	QUARRY..... 1.3	4.3	A 9.55AM 735																			
s 3.30	s 10.15	s 7.00	s 7.57	s 6.27	s 1.37		LC 4	3.1	D.....SCANLON.....SN 2.7	2.7		s 8.38	s 2.28	s 12.05PM	s 4.58	s 6.47	f 10.15	L 69	1.3	GOVERNMENT ROAD CR'G 3.0	3.0	f 9.40																			
A 3.45PM	A 10.30AM	A 7.30AM	A 8.05AM	A 6.35PM	A 1.45PM	WO	LC 7	5.8	D.....CLOQUET.....CQ	0.0		L 8.30AM	L 2.20PM	L 11.55AM	L 4.50PM	L 6.40PM	A 10.30AM	WY	L 66	4.3	DN.....GRONINGEN.....MR	0.0	L 9.25AM																		
Ex. Sun.	Ex. Sun.	Ex. Sun.	Sun. only	Daily	Ex. Sun.							Daily	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Daily	Tue. Thur. and Sat.					Tue. Thur. and Sat.																		
0.30	0.30	0.50	0.20	0.20	0.20				Time Over Sub-division			0.20	0.20	0.25	0.20	0.20	0.30					Time Over Sub-division		0.30																	
11.6	11.6	6.9	17.4	17.4	17.4				Average Speed per Hour			17.4	17.4	13.9	17.4	17.4	8.6					Average Speed per Hour		8.6																	
EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.																																									
REGISTERING STATIONS—Carlton and Cloquet. BULLETIN STATION AND STANDARD CLOCK—Carlton. SPECIAL RULE GOVERNING TRAINS ON CLOQUET BRANCH—No. 75 has right over No. 74, Carlton to Cloquet.																																									

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.																													
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									
SECOND CLASS				TIME TABLE No. 40-A September 20, 1914. Succeeding No. 40.				SECOND CLASS				THIRD CLASS		FIRST CLASS				TIME TABLE No. 40-A September 20, 1914. Succeeding No. 40.				FIRST CLASS				THIRD CLASS																																	
419				STATIONS				420				725		79		77		67		STATIONS				68				76		78		726																											
Mixed				Telegraph Offices and Calls				Mixed				Way Freight		Passenger		Passenger		Passenger		Telegraph Offices and Calls				Passenger				Passenger		Passenger		Way Freight																											
Ex. Sun.								Ex. Sun.				Ex. Sun.		Sat. and Sun. only		Ex. Sun.		Ex. Sun.						Ex. Sun.				Ex. Sun.		Sat. and Sun. only		Ex. Sun.																											
L 11.55AM				D.....GRANTSBURG.....G 6.5				A 11.20AM				L 3.10PM 725		L 3.50PM 78		L 12-10 PM		L 6.25AM		TAYLORS FALLS YARD... 0.7				A 7.40PM				A 10.55AM		A 3.45PM 79		A 3.00PM 725																											
f 12.13PM				LINDS SPUR..... 3.8				s 11.05				s 3.15		s 3.55		s 12-15		s 6.35		D.....TAYLORS FALLS.....FA 2.4				s 7.35				s 10-50		s 3.41		s 2.55																											
s 12.24				BENSON..... 1.0				s 10.56				s 3.34 78		f 4.05		f 12-26		f 6.45		FRANCONIA..... 3.1				f 7.27				f 10-40		f 3.34 725		s 2.45																											
s 12.29				ST. CROIX RIVER..... 5.1				s 10.52				s 3.50		s 4.12		s 12-35		s 6.53		D.....SHAFERS.....SF 3.4				s 7.18				s 10-31		s 3.27		s 2.35																											
A 12.45PM				DN.....RUSH CITY.....RC 0.0				L 10.40AM				s 4.19 79		s 4.19 725		s 12-45		s 7.01		D.....CENTRE CITY.....CN 1.7				s 7.10				s 10-28		s 3.19		s 2.20																											
												s 4.30		s 4.24		s 12-51		s 7.07		D.....LINDSTROM.....MC 2.6				s 7.05				s 10-17		s 3.15		s 2.15																											
												s 4.46		s 4.31		s 1-00		s 7.15		D.....CHISAGO CITY.....CO 6.3				s 6.59				s 10-10		s 3.09		s 2.00																											
Ex. Sun.								Ex. Sun.				A 5.05PM		A 4.45PM		A 1-15 PM 720		A 7.30AM		DN.....WYOMING.....WI 0.0				L 6.45PM				L 9.55AM		L 2.55PM		L 1.45PM 77																											
0.50				Time Over Sub-division				0.40				Ex. Sun.		Sat. and Sun. only		Ex. Sun.		Ex. Sun.						Ex. Sun.				Ex. Sun.		Sat. and Sun. only		Ex. Sun.																											
20.4				Average Speed per Hour				25.5				1.55		0.55		1.05		1.05		Time Over Sub-division				0.55				1.0		0.50		1.15																											
												10.4		22.0		18.6		18.6		Average Speed per Hour				22.0				20.2		24.2		16.0																											
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 Westward "Y" at Rush City.																																																											
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. Yard Limits—Taylors Falls.																																																											

WESTWARD				TENTH SUB-DIVISION (CUYUNA NORTHERN RAILWAY)				EASTWARD			
		Water, Fuel, Scales, Turn Tables and Wyes	Station Numbers	Distance from Deerwood	TIME TABLE No. 40-A September 20, 1914. Succeeding No. 40.		Distance from Oreland	Car Capacity of Sidings			
					STATIONS						
					Telegraph Offices and Calls						
			160	0.0	DN.....DEERWOOD... ..DO 3.8		3.8				
			LJ 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)		
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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 "

DERAIL SWITCHES LAKE SUPERIOR DIVISION.

FIRST SUB-DIVISION.

Station	Track	Location
Iron River.....	Transfer Track.....	West End.
Pearson.....	Siding.....	West End.
Maple.....	Siding.....	West End.
Wiehe.....	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.
Friesland.....	Loading Track.....	West End.
Brownell.....	Siding.....	East End.
Mile 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).

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.

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).

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.

	C 20		E 3 D 2-3		D 5 and S 10		R & P 3		T		W	
	50	Cars	65	Cars	70	Cars	80	Cars	80	Cars	80	Cars
Maximum Train Limit....												
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	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...	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 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.

SPECIAL RULES.

No. 1. Engineman will not be required to consult registers except at initial or starting point. See rule S3A, 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 Staples.

No. 728 between Staples 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 will carry passengers.

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 504-C.

G. W. ATMORE,
Asst. Superintendent.

H. H. MAHER,
Trainmaster.

T. B. QUINN,
Trainmaster,
Third, Fourth, Sixth, Seventh, Eighth and Ninth Sub-Divisions.

R. T. TAYLOR,
Trainmaster,
First, Second, Fourth, Fifth, Tenth and Eleventh Sub-Divisions.

F. E. POTTER,
Chief Dispatcher.

