

NORTHERN PACIFIC RAILWAY COMPANY.

LAKE SUPERIOR DIVISION

TIME 40B TABLE

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

SUNDAY, NOVEMBER 8, 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.

J. M. RAPELJE,
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

TIME TABLE No. 40B

NOVEMBER 8, 1914.

Succeeding No. 40A.

STATIONS

Telegraph Offices and Calls

FIRST CLASS

THIRD CLASS

SECOND CLASS

TIME TABLE No. 40B

NOVEMBER 8, 1914.

Succeeding No. 40A.

STATIONS

Telegraph Offices and Calls

SECOND CLASS

733	731	729	53	51	Station Numbers	Distance from Ashland	Time Table No. 40B	Distance from Duluth	Car Capacity at Sidings	52	54	730	732	734
Way Freight	Way Freight	Way Freight	Passenger	Passenger						Passenger	Passenger	Way Freight	Way Freight	Way Freight
Fue. 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.
7.30 ^{AM}	L 7.30 ^{AM}		L 4.00 ^{PM}	L 8.45 ^{PM}	WC	0	0.0	AD.....ASHLAND.....D	75.8	A 7.00 ^{PM}	A 11.01 ^{PM}		A 6.10 ^{PM}	A 1.40 ^{PM}
					OT			C. & N. W. Ry. Crossing 4.5						
7.45	7.45		4.10	8.55		8	4.0	ASHLAND JCT.....D	71.2	6.50	10.51		5.50	1.20
								C. St. P. M. & O. Ry. Crossing 5.0						
8.05	8.05		4.22	9.07		10	10.2	MOQUAH.....D	65.6	6.38	10.40		5.35	1.05
								0.1						
8.25	8.25		4.35	9.20		18	16.3	INO.....D	59.5	6.25	10.28		5.16	12.48
8.35	8.35		4.39	9.24		19	18.1	SPIDER.....D	57.7	6.21	10.24		5.10	12.40
8.50	8.50		4.51 ³²	9.36		24	23.7	TOPSIDE.....D	52.1	6.09	10.13		4.51 ⁵¹	12.25
								4.7						
9.05 ⁵¹	A 9.05 ⁵¹	L 10.30 ⁵¹	5.01	9.48 ⁷³¹⁻⁷³³⁻⁷³⁰	YW	28	28.4	RV.....IRON RIVER.....D	47.4	5.59	10.03 ⁷³⁰⁻⁷²⁹	A 9.20 ⁵¹	L 4.25 ^{PM}	12.10 ^{PM}
10.03 ⁵¹			5.10	9.54 ⁸⁴		32	32.4	MUSKEG.....D	43.4	5.50	9.54 ⁵¹	9.00		11.05
10.15		10.45	5.16	10.00		35	35.1	PEARSON.....D	40.7	5.44	9.46	8.40		10.50
10.25		10.55	5.19	10.03		36	36.4	DX.....BRULE.....D	39.4	5.41	9.43	8.30		10.40 ⁷³³
10.35 ⁷³¹		11.15	5.30 ⁵²	10.13 ⁷¹⁴		41	41.5	BLUEBERRY.....D	34.3	5.30 ⁵³	9.31	8.00		10.13 ⁵¹
10.50			5.35	10.18		44	44.0	MN.....MAPLE.....D	31.8	5.23	9.25	7.45		9.45
11.10		11.35	5.38	10.21		45	45.5	WIEHE.....D	30.3	5.20	9.21 ⁷³⁴	7.15		9.21 ⁵¹
11.25		11.55 ^{AM}	5.44	10.27	W	48	48.1	POPLAR.....D	27.7	5.14	9.15	7.05		8.50
11.35		12.05 ^{AM}	5.49	10.32		50	50.3	WENTWORTH.....D	25.5	5.09	9.09	6.40		8.30
11.50 ^{AM}		12.20	5.56	10.39		53	53.5	AMNICON FALLS.....D	22.3	5.02	9.04			
12.05 ^{PM}		12.35	6.03	10.46		57	56.7	CUTTER.....D	19.1	4.55	8.56	6.15		8.05
			6.12	10.55		61	61.5	ALLOUEZ.....D	14.3	4.45	8.45			
								N. W. C. Ry. and O. N. Ry. Crossing 1.8						
A 12.45 ^{PM}	A 1.15 ^{PM}	A 6.17 ^{PM}	A 11.00 ^{PM}	WOY	63	63.3	63.3	SP.....EAST END.....D	12.5	4.40 ^{PM}	8.40 ^{PM}	5.45 ^{PM}		7.45 ^{PM}
								C. St. P. M. & O. Ry. Crossing 1.8						

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

A 2.30 ^{PM}	A 3.00 ^{PM}	A 6.57 ^{PM}	A 11.40 ^{PM}	WC	WN	75.8	DU.....DULUTH.....DN	0.0	L 4.00 ^{PM}	L 8.00 ^{PM}	L 4.00 ^{PM}	L 6.05 ^{PM}
Fue. 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	1.33	2.45	2.17	2.15			Time Over Sub-division.....		2.20	2.21	3.35	5.05
15.6	17.9	12.6	27.7	28.1			Average Speed Per Hour.....		27.1	26.9	9.7	12.4

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.

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.

WESTWARD

SECOND SUB-DIVISION
(MAIN LINE)

EASTWARD

THIRD CLASS	SECOND CLASS		FIRST CLASS						Average Fuel, Coal, Water, Turn Tables and Wagon Cars	Station Numbers	TIME TABLE No. 40B November 8, 1914. Succeeding No. 40A.		Distance from Duluth	Distance from Staples	Car Capacity of Subdiv.	FIRST CLASS						THIRD CLASS				
727	623	625	49	65	63	59	57	55			STATIONS					56	58	60	64	66	50	624	728			
Way Freight	Freight	Freight	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger			Telegraph Offices and Calls					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	Ex. Sun.		
L 8.00 ⁰⁰	L 8.00 ⁰⁰	L 6.00 ⁰⁰		L 11.10 ⁰⁰	L 1.55 ⁰⁰	L 10.00 ⁰⁰	L 7.30 ⁰⁰	L 7.50 ⁰⁰	WCO TY	WB 71	0.0 DU.....DULUTH.....DN	147.5	A 6.40 ⁰⁰	A 8.16 ⁰⁰	A 11.25 ⁰⁰	A 7.25 ⁰⁰	A 6.30 ⁰⁰									

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

	L 9.50 ⁰⁰	L 7.10 ⁰⁰		L 11.50 ⁰⁰	L 2.35 ⁰⁰	L 10.40 ⁰⁰	L 8.00 ⁰⁰	L 8.20 ⁰⁰	WY	07	8.3 AJ.....CENTRAL AVE G. N. Ry. Crossing	DN	150.2	60	A 6.10 ⁰⁰	A 7.47 ⁰⁰	A 10.46 ⁰⁰	A 8.43 ⁰⁰	A 5.45 ⁰⁰						
	9.56	7.16		11.56 ⁰⁰	2.39	10.44	8.06	8.25		00	10.7.....POKEGAMA 5.0	DN	138.8	42	6.04	7.41	10.42	6.39	5.39						
	10.15 ⁰⁰	7.30		12.08 ⁰⁰	2.46	10.53	8.18	8.35		74	15.7.....WALBRIDGE 2.7	DN	131.8	44	5.54	7.31	10.34 ⁰⁰	6.31	5.28						
	10.30 ⁰⁰	7.42		12.15	2.51	10.58	8.24	8.41		78	18.4.....STATE LINE 1.7 G. N. Ry. Crossing	DN	120.1		5.49	7.26	10.29 ⁰⁰	6.27	5.22						
	10.36	7.50		12.19	2.54	11.01	8.28	8.45		70	20.1.....DARKER 3.0	DN	127.4	42	5.46	7.23	10.26	6.24	5.18						
	10.50	8.05		12.26	3.00	11.07	8.36	8.52		82	23.1 WQ.....WRENSHALL 4.4	DN	124.4	60	5.41	7.18	10.21	6.19	5.11						
L 7.30 ⁰⁰	11.30	A 8.20 ⁰⁰ 37		A 12.38 ⁰⁰	A 3.08 ⁰⁰	11.16	8.47 8.52 0.25	9.03	WY OC	80	27.5 UN.....CAPLTON Third Sub-division Crossing 4.0	DN	120.0		5.33	7.10 7.27	10.14	L 6.12 ⁰⁰	L 5.01 ⁰⁰			A 12.40 ⁰⁰	A 6.30 ⁰⁰		
7.50	11.50 ⁰⁰					11.24	9.03	9.13		91	32.4.....IVERSON 4.8	DN	115.1	80	5.19	6.58	10.06					12.25	6.10		
8.20	12.10 ⁰⁰ 0.21					11.32	9.14	9.22	Y	96	37.2 SA.....SAWYER 0.5	D	110.3	80	5.10	6.49	9.58					12.10 ⁰⁰ 0.21	5.50		
8.40	12.30					11.43	9.28	9.34		102	43.7.....CORONA 5.4	DN	103.8	75	4.58	6.36	9.48					11.50 ⁰⁰	5.20		
9.00	12.45					11.52 ⁰⁰	9.40 0.60	9.44	W	108	49.1 CM.....CROMWELL 0.1	DN	98.4	75	4.48	6.25	9.40 0.77					11.30	5.00		
9.25	1.00					12.02 ⁰⁰	9.52	9.56		114	55.2 WT.....WRIGHT 0.1	D	92.3	80	4.38 7.25	6.13	9.31					11.10	4.40 4.30	38	
9.50	1.15					12.12	10.04	10.08		120	61.3 TK.....TAMARACK 4.0	D	86.2	75	4.24	6.01	9.22					10.50	4.10		
10.15 ⁰⁰	1.23					12.19	10.12	10.16 7.27		125	65.3.....GRAYLING 5.2	DN	82.2	80	4.16	5.53	9.15					10.35	3.45		
10.40 11.30	2.00					12.28	10.23 0.24	10.26	WYC	129	70.5 MG.....MCOREGOR M. St. P. & S. M. Crossing 4.0	DN	77.0	E 75 W 75	4.06	5.43	9.07					10.23 9.50 37	3.25 2.45		
11.50 ⁰⁰	2.15					12.35	10.31	10.34		133	74.8.....UDE 4.8	DN	73.0	75	3.58	5.34	8.59					9.35	2.25		
12.10 ⁰⁰	2.30					12.43	10.41	10.43		138	79.3 K.....KIMBERLY 5.5	D	68.2	80	3.49	5.25	8.51					9.20	2.05		
12.40	2.45					12.53	10.53	10.54		144	85.1.....ROSSBURG 6.0	DN	62.4	80	3.38	5.14	8.42					9.05	1.35		
12.55 ⁰⁰ 1.03	3.10	L 9.15 ⁰⁰ 0.60				1.03 7.27-7.28	11.06	11.06	W	150	91.1 KN.....AITKIN 4.8	DN	56.4	E 50 W 50	3.27	5.03	8.32 0.24			A 9.10 ⁰⁰ 0.19	8.40 8.15 ⁰⁰	1.03 12.55 ⁰⁰	1.03 7.27		
1.20	3.25	9.28				1.11	11.16	11.15		155	95.9.....CEDAR LAKE 5.5	DN	51.6	80	3.17	4.53	8.23			8.57	7.58	12.30			
1.50	4.00	10.08				1.20	11.28	11.26		160	101.5 DO.....DEERWOOD 4.0	DN	46.0	80	3.06	4.43	8.14			8.45	7.40	12.01 ⁰⁰			
2.15	4.34 0.33	10.19				1.27	11.36	11.34 7.28	W	165	105.5.....KLONDYKE 5.5	DN	42.0	60	2.58	4.34 0.23	8.07			8.35	7.25	11.34 ⁰⁰ 0.35			
2.48 0.50	4.55	10.32				1.35	11.47 ⁰⁰	11.44		170	111.0.....LOERCH 7.2	DN	36.8	80	2.48 7.27	4.24	7.59			8.22	7.00	11.15			
3.05 3.50	5.15 0.45	A 10.50 ⁰⁰ 7.23				1.50	12.02 ⁰⁰ 12.15	11.58 ⁰⁰ 12.05 ⁰⁰	WCO TY	177	118.2 B.....BRANEYD St. & L. Connection 4.4	DN	29.3	E 65 W 65	2.35 2.27	4.10 4.00	7.47			L 8.05 ⁰⁰	6.35 6.15	10.50 ⁰⁰ 9.40			
4.05	5.59					1.58	12.24	12.13		181	122.0.....BAXTER 5.0	DN	24.9	74	2.19	3.51	7.40				6.00	9.05			
4.25	6.20					2.08 0.50	12.36	12.23		187	128.2.....SVLVAN 3.4	DN	19.3	45	2.08 0.59	3.42	7.32				5.40	8.55			
4.45	6.32					2.14	12.43	12.29		191	131.6 PG.....PILLAGER 5.0	D	15.9	74	2.01	3.36	7.27				5.30	8.35			
5.15 0.21	6.50					2.22	12.53	12.38		196	136.6.....WHELOCK 3.7	DN	10.9	90	1.53	3.28	7.20				5.15 7.27	8.05			
6.10	7.03					2.28	1.00	12.45	W	199	140.3 MO.....MOTLEY 4.1	DN	7.2	E 70 W 74	1.48	3.22	7.15				4.50	7.50			
6.40	7.18 7.23					2.35	1.08	12.53		203	144.4.....HAYDEN 3.1	DN	3.1	75	1.40	3.15	7.09				4.25	7.18 0.23			
A 7.00 ⁰⁰	A 7.30 ⁰⁰					A 2.40 ⁰⁰	A 1.15 ⁰⁰	A 1.00 ⁰⁰	WCO TY	207	147.5 SO.....STAPLES	DN	0.0		L 1.35 ⁰⁰	L 3.10 ⁰⁰	L 7.05 ⁰⁰ 7.27				L 4.10 ⁰⁰	L 7.00 ⁰⁰			
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	1.00	0.48	0.33	4.00	4.57	4.33			Average Speed per Hour				31.2	31.2	37.7	37.1	29.1	25.0	14.2	10.4			

EASTWARD TRAI S ARE SUPERIOR TO TRAI S OF THE SAME CLASS I THE OPPOSITE DIRECTIO .

ROUTING STATIONS—Central Ave., Carlton, Brainerd, Staples and Aitkin for trains terminating there.
BULLITT STATIONS—Central Ave., Carlton, Brainerd and Staples Passenger Depot and yard offices.

STANDARD CLOCKS—Duluth, Carlton and at Staples Passenger Depot.

DEPART SWITCHES—See page 6.

YARD LIMITS—Central Ave., Carlton, McGregor, Aitkin, Brainerd and Staples.

AUTOMATIC BLOCK SIGNALS BETWEEN CARLTON AND CENTRAL AVE.

HELPER DISTRICTS—Duluth to Sawyer.

Switch at Central Ave. must be left set and locked for the second sub-division.

No. 54 will wait at Staples for No. 8.

No. 74 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 State Line (Lamb-Horn Tower).

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

Switch at Walbridge

Passenger train will run from White Bear to Bald Eagle and leave Bald Eagle for White Bear, Et. Sunday, at 7.10 A.M. and on Sunday only at 10.05 A.M. Three trains will be handled by train orders.
Nos. 67 and 68 will stop on flag for passengers at Green Siding.
No. 64 will take siding at Heron for No. 63. See footnotes on page 4.

WESTWARD			SIXTH SUB-DIVISION (CLOQUET BRANCH)										EASTWARD			WESTWARD			SEVENTH SUB-DIVISION (MILLER BRANCH)										EASTWARD		
SECOND CLASS			FIRST CLASS			Water, Fuel, Scales, Turn Tables and Ways	Station Numbers	Distance from Carlton	TIME TABLE No. 40B November 8, 1914. Succeeding No. 40A.			Distance from Cloquet	Car Capacity at Siding	FIRST CLASS		SECOND CLASS			THIRD CLASS		Water, Fuel, Scales, Turn Tables and Ways	Station Numbers	Distance from Quarry	TIME TABLE No. 40B November 8, 1914. Succeeding No. 40A.			Distance from Crossings	Car Capacity of Siding	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.			Daily	Daily	Tue. Thur. and Sat.	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	WC 0.0	80	0.0	UN.....CARLTON.....UN	3.1	5.8	A 8.60 ^W	A 2.40 ^W	A 12.20 ^W	A 5.10 ^W	A 7.00 ^W	L 10.00 ^W 730	L 7.20 ^W	0.0	QUARRY.....	1.3	4.3	A 8.55 ^W 735								
3.30	10.15	7.00	7.57	6.27	1.37	LC 4	81	1.0	SN.....SCANLON.....SN	2.7	2.7	8.38	2.28	12.05 ^W	4.58	6.47	10.15	LC 6	1.3	GOVERNMENT ROAD CR	3.0	3.0	9.40								
A 3.45 ^W	A 10.30 ^W	A 7.30 ^W	A 8.05 ^W	A 6.36 ^W	A 1.45 ^W	WO 7	82	2.0	CQ.....CLOQUET.....CQ	0.0	0.0	L 8.30 ^W	L 2.20 ^W	L 11.55 ^W	L 4.50 ^W	L 6.40 ^W	A 10.30 ^W	WY 6	4.3	DN.....GRONINGEN.....MR	0.0	0.0	L 9.25 ^W								
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	0.30	0.20	0.20	0.20							0.20	0.20	0.25	0.20	0.20	0.30	0.30						0.30							
11.0	11.0	6.0	17.4	17.4	17.4							17.4	17.4	13.0	17.4	17.4	8.6							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.																															

WESTWARD			SEVENTH SUB-DIVISION (MILLER BRANCH)										EASTWARD		
THIRD CLASS			Water, Fuel, Scales, Turn Tables and Ways	Station Numbers	Distance from Quarry	TIME TABLE No. 40B November 8, 1914. Succeeding No. 40A.			Distance from Crossings	Car Capacity of Siding	THIRD CLASS				
735	736														
Way Freight	Way Freight														
Tue. Thur. and Sat.	Tue. Thur. and Sat.														
L 10.00 ^W 730	L 7.20 ^W	0.0	QUARRY.....	1.3	4.3	A 8.55 ^W 735									
10.15	LC 6	1.3	GOVERNMENT ROAD CR	3.0	3.0	9.40									
A 10.30 ^W	WY 6	4.3	DN.....GRONINGEN.....MR	0.0	0.0	L 9.25 ^W									
Tue. Thur. and Sat.						Tue. Thur. and Sat.									
0.30						0.30									
8.6						8.6									
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. 40B November 8, 1914. Succeeding No. 40A.										SECOND CLASS				THIRD CLASS				FIRST CLASS				TIME TABLE No. 40B November 8, 1914. Succeeding No. 40A.				FIRST CLASS				THIRD CLASS																									
419				STATIONS										420				725				79				77				67				68				76				78				726													
Mixed				Telegraph Offices and Calls										Mixed				Way Freight				Passenger				Passenger				Passenger				Passenger				Passenger				Passenger				Way Freight													
Ex. Sun.				Ex. Sun.										Ex. Sun.				Ex. Sun.				Sun. only				Ex. Sun.				Ex. Sun.				Ex. Sun.				Ex. Sun.				Ex. Sun.				Ex. Sun.													
L 11.55 ^W				GRANTSBURG.....O 6.5										A 11.20 ^W				L 3.25 ^W 7.20				L 3.50 ^W 7.8				L 12.10 ^W				L 6.25 ^W				WT 0.0				A 7.40 ^W				A 10.55 ^W				A 3.45 ^W 7.5				A 3.15 ^W 7.5									
f 12.13 ^W				LINDS SPUR..... 3.8										f 11.05				f 3.30				f 3.55				f 12.15				f 6.35				LF 21 0.7				f 7.35				f 10.50				f 3.41				f 3.10									
f 12.24				DENSON..... 1.0										f 10.56				f 3.45				f 4.05				f 12.20				f 6.45				LF 17 3.1				f 7.27				f 10.40				f 3.34				f 2.57									
f 12.29				ST. CROIX RIVER..... 3.1										f 10.52				f 3.55				f 4.12				f 12.25				f 6.53				LF 14 6.2				f 7.18				f 10.31				f 3.27				f 2.45									
A 12.45 ^W				RUSH CITY.....RC 0.0										L 10.40 ^W				f 4.15				f 4.19				f 12.45				f 7.01				LF 10 9.6				f 7.10				f 10.23				f 3.19				f 2.30									
Ex. Sun.				Time Over Sub-division										Ex. Sun.				f 4.25				f 4.24				f 12.51				f 7.07				LF 9 11.3				f 7.05				f 10.17				f 3.15				f 2.20									
0.50				Average Speed per Hour										0.40				f 4.40				f 4.31				f 1.00				f 7.15				LF 6 13.0				f 6.59				f 10.10				f 3.09				f 2.05									
20.4				Average Speed per Hour										25.8				A 5.00 ^W				A 4.45 ^W 7.20				A 7.30 ^W				WY 12.20				L 6.45 ^W				L 9.55 ^W				L 2.55 ^W				L 1.45 ^W 7.7													
Ex. Sun.				Time Over Sub-division										Ex. Sun.				Ex. Sun.				Sun. only				Ex. Sun.				Ex. Sun.				Time Over Sub-division				Ex. Sun.				Ex. Sun.				Sun. only				Ex. Sun.									
1.35														1.35				0.55				1.05				1.05								0.55				1.0				0.50				1.30													
12.7														22.0				18.0				18.0								22.0				20.2				24.2				13.4																	
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 "V" 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				
				TIME TABLE No. 40B November 8, 1914. Succeeding No. 40A.	STATIONS Telegraph Offices and Calls	Distance from Deerwood	Distance from Oreland	Car Capacity of Siding				
	Water, Fuel, Grease, Turn Tables and Ways	Station Numbers	Distance from Deerwood									
		100	0.0	DN.....DEERWOOD.....DO			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)				EASTWARD								
				FIRST CLASS 49 Passenger Daily L 9.42 ^W A 9.52 ^W 60	Water, Fuel, Grease, Turn Tables and Ways	Station Numbers	Distance from Deerwood	TIME TABLE No. 40B November 8, 1914. Succeeding No. 40A.	STATIONS Telegraph Offices and Calls	Distance from End of Track	Car Capacity of Bullies	FIRST CLASS 50 Passenger Daily L 9.54 ^W 49				
						</										

COMMERCIAL SPURS.

FIRST SUB-DIVISION

Distance from Ashland.

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

THIRD SUB-DIVISION

Distance from Duluth.

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

SECOND SUB-DIVISION

Distance from Duluth.

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

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.
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

Oré 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.
Fryceland.....	Loading Track.....	East End.
Brownell.....	Spur.....	East End.
Mill Post 17.....	Siding.....	East End.
Short Line Park.....	Siding.....	East End.
Smithville.....	Siding.....	East End.

SIXTH SUB-DIVISION

Scanlon.....	Transfer Truck.....	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.

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).

Superior, Freight Station (s).
Central Avenue (s).
East End Station (s).

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.

	O 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....	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	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	30	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 Staples.

No. 728 between Staples and Carlton.

No. 723 and 724 between Carlton and Hinckley.

No. 721 and 722 between Hinckley and Rush City.

No. 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.

