

NORTHERN PACIFIC RAILWAY COMPANY.

LAKE SUPERIOR DIVISION

TIME 41 TABLE

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

SUNDAY, DECEMBER 6, 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		Water, Fuel, Sealer, Turn Tables and Wyes	Station Numbers	Distance from Ashland	TIME TABLE No. 41		Distance from Duluth	Car Capacity of Findings	FIRST CLASS		THIRD CLASS		
733	731	729	53	51				DECEMBER 6, 1914.				52	54	730	732	734
Way Freight	Way Freight	Way Freight	Passenger	Passenger				Succeeding No. 40B.				Passenger	Passenger	Way Freight	Way Freight	Way Freight
Tue. Thur. and Sat.	Mo. We. and Fri.	Mo. We. and Fri.	Daily	Daily				STATIONS				Daily	Daily	Mo. We. and Fri.	Mo. We. and Fri.	Tue. Thur. and Sat.
L 7.30 ^{AM}	L 7.30 ^{AM}		L 4.00 ^{PM}	L 8.45 ^{AM}	WC OT	0	0.0	AD.....ASHLAND.....D	75.8	Yard	A 7.00 ^{PM}	A 11.01 ^{AM}		A 6.10 ^{PM}	A 1.40 ^{PM}	
								C. & N. W. Crossing Track Conn. 4.6								
f 7.45	f 7.45		s 4.10	s 8.55		5	4.6	ASHLAND JCT.....	71.2	None	s 6.50	s 10.51		f 5.50	f 1.20	
								C. St. P. M. & O. Crossing 5.6								
f 8.05	f 8.05		f 4.22	f 9.07		10	10.2	MOQUAH.....	65.6	32	f 6.38	f 10.40		f 5.35	f 1.05	
								6.1								
f 8.25	f 8.25		f 4.35	f 9.20		16	16.3	INO.....	59.5	30	f 6.25	f 10.28		f 5.16	f 12.48	
								1.8								
f 8.35	f 8.35		f 4.39	f 9.24		19	18.1	SPIDER.....	57.7		f 6.21	f 10.24		f 5.10	f 12.40	
								5.6								
f 8.50	f 8.50		f 4.51 ₇₃₂	f 9.36		24	23.7	TOPSIDE.....	52.1	30	f 6.09	f 10.13		f 4.51 ₅₃	f 12.25	
								4.7								
s 9.05 _{51-10.03}	As 9.05 ₅₁	L 10.30 ₅₄	s 5.01	s 9.46 ₇₃₁₋₇₃₃₋₇₃₀	YW	28	28.4	RV.....IRON RIVER.....D	47.4	30	s 5.59	s 10.03 ₇₃₃₋₇₂₉	A 9.20 ₅₁	L 4.25 _{PM}	s 12.10 _{PM} 11.20 _{AM}	
								4.0								
f 10.15		f 10.45	f 5.10	f 9.54 ₅₁		32	32.4	MUSKEG.....	43.4	30	f 5.50	f 9.54 ₅₁	f 9.00		f 11.05	
								2.7								
f 10.25		f 10.55	f 5.16	f 10.00		35	35.1	PEARSON.....	40.7	15	f 5.44	f 9.46	f 8.40		f 10.50	
								1.3								
s 10.35 ₇₃₄ 10.50		s 11.15	s 5.19	s 10.03		36	36.4	BX.....BRULE.....D	39.4	35	s 5.41	s 9.43	s 8.30		s 10.40 ₇₃₃	
								5.1								
f 11.10		f 11.35	f 5.30 ₅₂	f 10.13 ₇₃₄		41	41.5	BLUEBERRY.....	34.3	35	f 5.30 ₅₃	f 9.31	f 8.00		f 10.13 ₅₁	
								2.5								
f 11.25		f 11.55 ^{AM}	s 5.35	s 10.18		44	44.0	MN.....MAPLE.....D	31.8	15	s 5.23	s 9.25	f 7.45		f 9.45	
								1.5								
f 11.35		f 12.05 ^{PM}	f 5.38	f 10.21		45	45.5	WIEHE.....	30.3	26	f 5.20	f 9.21 ₇₃₄	f 7.15		f 9.21 ₅₄	
								2.6								
f 11.50 ^{AM}		f 12.20	s 5.44	s 10.27	W	48	48.1	POPLAR.....	27.7	20	s 5.14	s 9.15	f 7.05		f 8.50	
								2.2								
f 12.05 ^{PM}		f 12.35	s 5.49	s 10.32		50	50.3	WENTWORTH.....	25.5	23	s 5.09	s 9.09	f 6.40		f 8.30	
								3.2								
			f 5.56	f 10.39		53	53.5	AMNICON FALLS.....	22.3		f 5.02	f 9.04				
								3.2								
f 12.25		f 12.55	f 6.03	f 10.46		57	56.7	CUTTER.....	10.1	23	f 4.55	f 8.56	f 6.15		f 8.05	
								4.8								
			f 6.12	f 10.55		61	61.5	ALLIQUEZ.....	14.3	70	f 4.45	f 8.45				
								N. W. C. and G. N. Crossings Track Conn. 1.8								
As 12.45 ^{PM}		As 1.15 ^{PM}	As 6.17 ^{PM}	As 11.00 ^{AM}	WOY	63	63.3	SP.....EAST END.....D	12.5	Yard	L 4.40 ^{PM}	L 8.40 ^{AM}	L 5.45 ^{AM}		L 7.45 ^{AM}	
								C. St. P. M. & O. Crossing Track Conn. Interlocked								

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

A 2.30PM		A 3.00PM	A 6.57PM	A 11.40AM	WCO TY	WB 71	75.8	DU.....DULUTH.....DN	0.0		L 4.00PM	L 8.00AM	L 4.00AM		L 6.05AM
Tue. Thur. and Sat.	Mo. We. and Fri.	Mo. We. and Fri.	Daily	Daily							Daily	Daily	Mo. We. and Fri.	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.

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.

SECOND CLASS			Water, Fuel, Scales, Turn Tables and Wyes	Station Numbers	Distance from Washburn.	TIME TABLE No. 41			Distance from Iron River	Car Capacity of Sidings	SECOND CLASS	
415						DECEMBER 6, 1914.					416	
Mixed						Succeeding No. 40B.					Mixed	
Mo. We. and Fri.						STATIONS					Mo. We. and Fri.	
Telegraph Offices and Calls												
L	2.00 PM	WCY	WD 34	0.0	WASHBURN.....	34.0	40	A	12.08 PM			
f	2.12		WD 31	3.5	ENGOE.....	30.5		f	11.56 AM			
f	2.34		WD 24	9.8	ENDERLINE.....	24.2	28	f	11.35			
f	2.49		WD 20	14.2	HEAD QUARTERS.....	19.8	Spur	f	11.20			
s	3.10		WD 14	20.2	LENAWEE.....	13.8	45	s	11.00			
f	3.23		DW 10	23.8	CODA.....	10.2	30	f	10.48			
f	3.30		WD 8	25.8	SLOW BRIDGE.....	8.2	Spur	f	10.41			
f	3.44		WD 4	29.7	BENA.....	4.3	39	f	10.28			
A	4.00 PM	WY	28	34.0	RV.....IRON RIVER.....	0.0		L	10 10 AM			
Mo. We. and Fri.								Mo. We. and Fri.				
2.00					Time Over Sub-division.....			1.53				
17 0					Average Speed Per Hour.....			17.2				

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

REGISTERING STATIONS—Iron River and Washburn.

BULLETIN STATION—Iron River.

Washburn branch trains will wait at Iron River for connections.

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

WESTWARD										SECOND SUB-DIVISION (MAIN LINE)										EASTWARD											
THIRD CLASS			SECOND CLASS			FIRST CLASS					TIME TABLE No. 41 December 6, 1914. Succeeding No. 40B.										FIRST CLASS					THIRD CLASS					
727	623	625		49	65	63	57	55	Water, Fuel, Scales, Turn Tables and Wyes	Station Numbers	Distance from Duluth	STATIONS										Distance from Staples	Car Capacity of Siding	56	58	64	66	50		624	728
Way Freight	Freight	Freight		Passenger	Passenger	Passenger	Passenger	Passenger				Telegraph Offices and Calls												Passenger	Passenger	Passenger	Passenger	Passenger		Freight	Way Freight
Ex. Sun.	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 7.30PM	L 7.50AM	WCO TY	WB 71	0.0	DU.....DULUTH.....DN	147.5																		
BETWEEN CENTRAL AVE. AND DULUTH TRAINS WILL BE GOVERNED BY DULUTH AND SUPERIOR TERMINALS TIME TABLE.																															
	L 9.50PM	L 7.10PM			L 11.50PM	L 2.35PM	L 8.00PM	L 8.20AM	WY	67	8.3	AJ.....CENTRAL AVE.....DN	139.2	800	As 6.10PM	As 7.47AM	A 6.43PM	As 5.45AM													
	9.56	7.16			11.56PM	2.39	f 8.06	f 8.25		69	10.7	Track Connection G. N. Crossing Interlocked	136.8	42	f 6.04	f 7.41	6.39	6.39													
	10.16	7.30			12.08AM	2.46	f 8.18	f 8.35		74	15.7	POKEGAMA.....	131.8	44	f 5.54	f 7.31	6.31	5.28													
	10.30	7.42			12.15	2.51	8.24	8.41		78	18.4	WALBRIDGE.....	129.1		5.49	7.26	6.27	5.22													
	10.36	7.50			12.19	2.54	f 8.28	f 8.45		79	20.1	STATE LINE.....	127.4	42	f 5.46	f 7.23	6.24	5.18													
	10.60	8.05			f 12.26	3.00	s 8.36	s 8.52		82	23.1	G. N. Crossing Interlocked	124.4	80	s 5.41	s 7.18	6.19	f 5.11													
L 7.30AM	11.30	A 8.20PM			A 12.38AM	A 3.08PM	s 8.47	s 9.03	WY OC	86	27.5	UN.....CARLTON.....DN	120.0		s 5.33	s 7.10	L 6.12PM	L 5.01AM								A 12.40AM	A 6.30PM				
f 7.50	11.50PM						f 9.03	f 9.13		91	32.4	Third Sub-division Crossing	115.1	80	f 5.19	f 6.58										12.25	f 6.10				
s 8.20	12.10AM						s 9.14	s 9.22	Y	96	37.2	IVERSON.....	110.3	80	s 5.10	s 6.49										12.10AM	s 5.50				
f 8.40	12.30						f 9.28	f 9.34		102	43.7	SAWYER.....	103.8	75	f 4.58	f 6.36										11.50PM	f 5.20				
s 9.00	12.45						s 9.40	s 9.44	W	108	49.1	CORONA.....	98.4	75	s 4.48	s 6.25										11.30	s 5.00				
s 9.25	1.00						s 9.52	s 9.56		114	55.2	CM.....CROMWELL.....	92.3	80	s 4.36	s 6.13										11.10	s 4.40				
s 9.50	1.15						s 10.04	s 10.08		120	61.3	WRIGHT.....	86.2	75	s 4.24	s 6.01										10.50	s 4.10				
f 10.16	1.23						f 10.12	f 10.16		125	65.3	TAMARACK.....	82.2	80	f 4.16	f 5.53										10.35	f 3.45				
s 10.40	2.00						s 10.23	s 10.26	YWC	129	70.5	GRAYLING.....	77.0	75	s 4.06	s 5.43										10.23	s 3.25				
f 11.50AM	2.15						f 10.31	f 10.34		133	74.5	Soo Line Crossing Interlocked	73.0	75	f 3.58	f 5.34										9.35	f 2.25				
s 12.10PM	2.30						f 10.41	s 10.43		138	79.3	MC GREGOR.....	68.2	80	s 3.49	f 5.25										9.20	s 2.05				
f 12.40	2.45						f 10.53	f 10.54		144	85.1	Track Connection	62.4	80	f 3.38	f 5.14										9.05	f 1.35				
s 12.55PM	3.10						s 11.06	s 11.06	W	150	91.1	KIMBERLY.....	56.4	80	s 3.27	s 5.03										8.25	s 1.03				
f 1.20	3.25						f 11.16	f 11.15		155	95.0	ROSSBURG.....	51.6	80	f 3.17	f 4.63										7.58	f 12.15PM				
s 1.50	4.00						s 11.28	s 11.26		160	101.5	AITKIN.....	46.0	80	s 3.06	s 4.43										7.40	s 11.55AM				
f 2.15	4.34						f 10.19	f 11.36	W	165	105.5	CEDAR LAKE.....	42.0	80	f 2.58	f 4.34										7.25	f 11.34				
f 2.48	4.55						f 10.32	f 11.47PM		170	111.0	DEERWOOD.....	36.5	80	f 2.48	f 4.24										7.00	f 11.15				
s 3.05	5.15						s 12.02AM	s 11.58AM	WCO TY	177	118.2	KLONDYKE.....	29.3	80	s 2.35	s 4.10										6.35	s 10.50AM				
f 4.05	5.59						f 12.24	f 12.13		181	122.6	M. & I. Connection	24.9	74	s 2.27	s 4.00										6.16	s 9.40				
f 4.25	6.20						f 12.36	f 12.23		187	128.2	LOERCH.....	19.3	65	f 2.08	f 3.42										6.00	f 9.05				
s 4.45	6.32						s 12.43	s 12.29		191	131.6	BAXTER.....	15.9	74	s 2.01	s 3.36										5.40	f 8.55				
f 5.15	6.50						f 12.53	f 12.38		196	135.6	SYLVAN.....	10.9	60	f 1.53	f 3.28										5.30	s 8.35				
s 6.10	7.03						s 1.00	s 12.45	W	199	140.3	PILLAGER.....	7.2	70	s 1.48	s 3.22										5.15	f 8.05				
f 6.40	7.18						f 1.08	f 12.53		203	144.4	WHELOCK.....	3.1	75	f 1.40	f 3.15										4.50	s 7.50				
A 7.00PM	A 7.30AM						A 1.15AM	A 1.00PM	WCO TY	207	147.5	MOTLEY.....	0.0		L 1.35PM	L 3.10AM										4.25	f 7.18				
Ex. Sun.	Daily	Daily		Daily	Daily	Daily	Daily	Daily				HAYDEN.....			Daily	Daily	Daily	Daily	Daily							Daily	Ex. Sun.				
11.30	9.10	1.10		1.09	0.48	0.38	4.57	4.33				Time Over Sub-division			4.27	4.27	0.31	0.44	1.05							8.30	11.30				
10.4	15.1	16.4		23.5	24.0	34.9	28.1	30.5				Average Speed per Hour			31.2	31.2	37.1	26.1	25.0							14.2	10.4				

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

REGISTERING STATIONS—Central Ave., Carlton, Brainerd, Staples and Aitkin for trains terminating there.
BULLETIN STATIONS—Central Ave., Carlton, Brainerd and Staples Passenger Depot and yard office.
No. 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.

This train runs Sunday only. See foot note.

Passenger train will run from White Bear to Bald Eagle and leave Bald Eagle for White Bear, Ex. Sunday, at 7.15 A.M. and on Sunday only at 10.05 A.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

TIME TABLE No. 41

DECEMBER 6, 1914.

Succeeding No. 40B.

STATIONS

Telegraph Offices and Calls

SECOND CLASS

THIRD CLASS

628

Freight

Daily

624

Freight

Daily

626

Freight

Daily

722

Way Freight

Ex. Sun.

724

Way Freight

Tu. Th. Sat.

726

Way Freight

Ex. Sun.

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

This Train runs Sunday only. See foot note.

78	72	68	66	64	62	Water, Fuel, Scales, Turn Tables and Ways	Car Capacity of Sidings	Distance from Duluth	Distance from White Bear	Station Numbers	628	624	626	722	724	726
Passenger	Passenger	Passenger	Passenger	Passenger	Passenger						Freight	Freight	Freight	Way Freight	Way Freight	Way Freight
Sun. Only	Daily	Ex. Sun.	Daily	Daily	Ex. Sun.						Daily	Daily	Daily	Ex. Sun.	Tu. Th. Sat.	Ex. Sun.
A 9.40AM			A 6.30AM	A 7.25PM	A 2.05PM	WCO OT		0.0	DN.....DULUTH.....DU	140.4	WB 71	A 4.30AM				
WEST DULUTH JCT. 2.2																
f 9.15					f 1.42		30	7.7	SMITHVILLE.....	132.7	L 8	3.45	1.42	11.10		
f 9.07					f 1.36		42	11.3	SHORT LINE PARK.....	129.1	L 11	3.37	1.32	10.55		
f 8.59					f 1.27		54	16.1	BROWNELL.....	124.3	L 16	3.25	1.20	10.35		
s 8.53					f 1.21		36	19.3	THOMSON.....	121.1	L 10	3.15	1.05	10.25		
L 8.50AM			A 5.00AM	A 6.12PM	s 1.18	WCO Y		20.9	DN.....CARLTON.....UN	119.5	86	3.10	L 1.00AM	10.20 61 9.55		A 2.40PM 63
									2nd Sub-div. and G. N. Crossing Interlocked							
					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					f 2.10
					f 4.34		107	32.7	MAHTOWA.....MA	107.7	L 33	2.38		9.05		s 1.50
					f 4.20		65	38.7	BARNUM.....BM	101.7	L 39	2.20		8.45		s 1.15
					s 4.10		80	43.2	DN.....MOOSE LAKE.....MU	97.2	L 43	2.05		8.30		62 12.50 s 12.20PM
					f 3.56		80	49.2	STURGEON LAKE.....SQ	91.2	L 49	1.49 65		8.09		s 11.55AM
					f 3.46		95	53.7	WILLOW RIVER.....WR	86.7	L 54	1.30		7.56		61 11.15 s 10.50
					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.....FY	77.7	L 62	1.00		7.30		s 9.55
					s 3.17		60	66.1	DN.....GRONINGEN.....MR	74.3	L 66	12.50		7.20		s 9.35 9.25
					f 3.06		100	70.8	FRIESLAND.....	69.6	L 71	12.35		7.05		f 9.10
					s 2.55 2.40 65		130	75.6	DN.....HINCKLEY.....HN	64.8	L 76	12.20 12.05AM 625-627		6.45 6.15		A 3.30PM L 8.45AM
									G. N. Crossing Interlocked							
					f 2.32		10	78.8	MISSION CREEK.....	61.6	L 79					
					f 2.22		80	82.9	BEROUN.....	57.5	L 83	11.50PM		5.55		f 2.55
					s 2.08		76	88.7	DN.....PINE CITY.....J	51.7	L 89	11.37		5.40		s 2.20
					f 1.57 627		80	93.4	ROCK CREEK.....RK	47.0	L 94	11.25		5.20		s 1.55
					s 1.45 625		80	98.5	DN.....RUSH CITY.....RC	41.0	L 99	11.13		5.00		1.30 61- s 12.50721
					f 1.29		78	105.4	HARRIS.....HA	35.0	L 106	10.58		4.21 65		s 12.25PM
					f 1.17		155	110.5	NORTH BRANCH.....CH	29.9	L 111	10.45		4.02		11.55AM s 11.20
					f 1.00		80	118.1	STACY.....CA	22.3	L 119	10.25		3.42		s 10.55
A 2.55PM			A 6.45PM	s 12.50	s 3.30 721	WY E 80 W 80	122.6	122.6	DN.....WYOMING.....WI	17.8	L 123	10.15		3.30 627		A 9.35AM 62
s 2.48			s 6.38	f 12.41	f 3.23		78	126.8	FOREST LAKE.....ST	13.6	L 127	9.55		3.00 625		s 9.45 62
s 2.34			s 6.24	f 12.22	3.09		80	135.2	HUGO.....VN	5.2	L 135	9.35		2.25		s 9.15
s 2.26			s 6.17	f 12.13	3.02		139.4	BALD EAGLE.....JN	1.0	L 140	9.25		2.10		s 8.55	8.50
L 2.23PM			L 6.15PM 63-725	L 12.10AM	L 3.00PM	WCO T	140.4	140.4	DN.....WHITE BEAR.....WB	0.0	L 141	L 9.20PM		L 2.05AM		L 8.45AM
Sun. Only	Daily	Ex. Sun.	Daily	Daily	Ex. Sun.							Daily	Daily	Daily	Ex. Sun.	Tu. Th. Sat.
0.32	0.30	0.30	4.35	3.12	4.15							7.10	0.50	8.20	5.25	4.50
33.4	30.8	35.6	26.0	37.3	31.7							20.1	18.4	16.1	11.9	11.3

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 w it 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 7.16 A. M. and on Sunday only at 10.02 A. 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. 35. 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			EIGHTH SUB-DIVISION (GRANTSBURG BRANCH)						EASTWARD		
SECOND CLASS		Water, Fuel, Scales, Turn Tables and Wyes.	Station Numbers	Distance from Grantsburg	TIME TABLE No. 41 December 6, 1914. Succeeding No. 40B.			Distance from Rush City	Car Capacity of Sidings	SECOND CLASS	
	419										420
	Mixed										Mixed
	Ex. Sun.										Ex. Sun.
L 11.55AM	T				LE17	0.0	D.....GRANTSBURG.....G			6.5	17.0	40	A 11.20AM
f 12.13PM		LE11	6.5	LINDS SPUR.....	3.8	10.5		s 11.05			
s 12.24		LE 7	10.3	BENSON.....	1.6	6.7	18	s 10.56			
s 12.29		LE 5	11.9	ST. CROIX RIVER.....	5.1	5.1	6	s 10.52			
A 12.45PM	WYOL	90	17.0	DN....RUSH CITY....RC		0.0	120	L 10.40AM			
	Ex. Sun.								Ex. Sun.		
	0.50				Time Over Sub-division				0.40		
	20.4				Average Speed per Hour				25.5		

**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.

WESTWARD				NINTH SUB-DIVISION (TAYLORS FALLS BRANCH)										EASTWARD				
THIRD CLASS		FIRST CLASS			Water, Fuel, Scales, Turn Tables and Wyes	Station Numbers	Distance from Taylors Falls	TIME TABLE No. 41 December 6, 1914. Succeeding No. 40B.				Distance from Wyoming	Car Capacity of Sidings	FIRST CLASS			THIRD CLASS	
725	79	77	67	STATIONS				68	76	78	726							
Way Freight	Passenger	Passenger	Passenger					Passenger	Passenger	Passenger	Way Freight							
Ex. Sun.	Sun. only	Ex. Sun.	Ex. Sun.	Telegraph Offices and Calls				Ex. Sun.	Ex. Sun.	Sun. only	Ex. Sun.							
L 3.25 ^{PM} ₇₂₆	L 3.50 ^{PM} ₇₈	L 12.10 ^{PM}	L 6.25 ^{AM}	WT		0.0	TAYLORS FALLS YARD....	20.2		A 7.40 ^{PM}	A 10.55 ^{AM}	A 3.45 ^{PM} ₇₉	A 3.15 ^{PM} ₇₂₆					
s 3.30	s 3.55	s 12.15	s 6.35		LF21	0.7	D.....TAYLORS FALLS.....FA	19.5	10	s 7.35	s 10.50	s 3.41	s 3.10					
s 3.45	f 4.05	f 12.26	f 6.45		LF17	3.1	FRANCONIA.....	17.1	30'	f 7.27	f 10.40	f 3.34	s 2.57					
s 3.55	s 4.12	s 12.35	s 6.53		LF14	6.2	D.....SHAFERS .....SF	14.0	22	s 7.18	s 10.31	s 3.27	s 2.45					
s 4.15	s 4.19	s 12.45	s 7.01		LF10	9.6	D.....CENTRE CITY.....CN	10.6	14	s 7.10	s 10.28	s 3.19	s 2.30					
s 4.25	s 4.24	s 12.51	s 7.07		LF 9	11.3	D.....LINDSTROM.....MC	8.9	50	s 7.05	s 10.17	s 3.15	s 2.20					
s 4.40	s 4.31	s 1.00	s 7.15		LF 6	13.9	D.....CHISAGO CITY.....GO	6.3	42	s 6.59	s 10.10	s 3.09	s 2.05					
A 5.00 ^{PM}	A 4.45 ^{PM}	A 1.15 ^{PM} ₇₂₆	A 7.30 ^{AM}	WY	L 123	20.2	DN.....WYOMING.....WI	0.0	120	L 6.45 ^{PM}	L 9.55 ^{AM}	L 2.55 ^{PM}	L 1.45 ^{PM} ₇₇					
Ex. Sun.	Sun. only	Ex. Sun.	Ex. Sun.							Ex. Sun.	Ex. Sun.	Sun. only	Ex. Sun.					
1.35	0.55	1.05	1.05				Time Over Sub-division			0.55	1.00	0.50	1.50					
12.7	22.0	18.6	18.6				Average Speed per Hour			22.0	20.2	24.2	13.4					

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, Sealing, Turn Tables and Wyes	Station Numbers	Distance from Deerwood	TIME TABLE No. 41 December 6, 1914. Succeeding No. 40B.	Distance from Oreland	Car Capacity of Sidings		
					STATIONS				
					Telegraph Offices and Calls				
			150	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				ELEVANTH SUB-DIVISION (CUYUNA NORTHERN RAILWAY)				EASTWARD					
FIRST CLASS			Water, Fuel, Scales, Turn Tables and Wyes	Station Numbers	Distance from Deerwood	TIME TABLE No. 41 December 6, 1914. Succeeding No. 40B.			Distance from End of Track	Car Capacity of Siding	FIRST CLASS		
	49					STATIONS						50	
	Passenger											Passenger	
	Daily					Telegraph Offices and Calls						Daily	
L	9.42 ^{AM}		160	0.0	DN.....DEERWOOD.....DO	5.1		A	10.07 ^{AM}				
					3.6								
A	9.52 ^{AM} 50		LK 4	3.6	IRONTON.....	1.5		L	9.54 ^{AM} 49				
					Soo Line Crossing. Track Connection								
					1.5								
			LK 5	5.1	END OF TRACK.....	0.0							
	0.10				Time Over Sub-division				0.13				
	21.6				Average Speed per Hour				16.6				

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

Special Rule governing trains on Eleventh Sub-division—No. 49 has right over No. 50 Deerwood to Ironton.

COMMERCIAL SPURS.

FIRST SUB-DIVISION		SECOND SUB-DIVISION	
Distance from Ashland.		Distance from Duluth.	
Ledine Spur.....	14.8 Miles.	Carnegie Spur.....	13.1 Miles.
Bellwood.....	40.0 "	Zenith Gravel Spur.....	30.2 "
Fox Spur.....	43.3 "	Grass Twine Spur.....	72.6 "
THIRD SUB-DIVISION		EIGHTH SUB-DIVISION	
Distance from Duluth.		Distance from Rush City.	
Power Co. Spur.....	17.0 Miles.	Rungren's Spur.....	8.0 Miles.
Garen Siding.....	130.7 "	Clayfield.....	9.2 "
		Anderson's Spur.....	15.0 "

DERAIL SWITCHES LAKE SUPERIOR DIVISION.

FIRST SUB-DIVISION.			SECOND SUB-DIVISION.			THIRD SUB-DIVISION.		
Station	Track	Location	Station	Track	Location	Station	Track	Location
Iron River.....	Transfer Track.....	West End.	Sawyer.....	North Siding.....	East End.	Bald Eagle.....	Wye Track.....	East End.
Pearson.....	Siding.....	West End.	Iverson.....	Siding.....	East End.	Garen.....	Siding.....	West End.
Maple.....	Siding.....	West End.		Loading Track.....	East End.	Stacy.....	House Track.....	West End.
Wiehe.....	Siding.....	East End.				Friesland.....	Loading Track.....	West End.
Poplar.....	Siding.....	West End.				Brownell.....	Siding.....	East End.
Wentworth.....	Siding.....	East End.				Mile Post 17.....	Spur.....	East End.
						Short Line Park.....	Siding.....	East End.
						Smithville.....	Siding.....	East End.
FIFTH SUB-DIVISION.			TENTH SUB-DIVISION.			SIXTH SUB-DIVISION.		
Washburn.....	Omaha Transfer....	East End.	Ore Lands.....	All Tracks.....	East End.	Scanlon.....	Transfer Track.....	West End.
						SEVENTH SUB-DIVISION.		
						Quarry Track..	Miller Branch.....	East End.

Authorized Surgeons—Lake Superior Division

LOCATION OF STRETCHERS (S)

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

SPECIALISTS

DR. A. C. HEATH, Nose and Throat, 339 Lowry Bldg., St. Paul.	Superior, Freight Station (s). Central Avenue (s). East End Station (s).
DR. J. W. CHAMBERLAIN, Eye and Ear, 734 Lowry Bldg., St. Paul.	DR. A. J. BRADEN, 415 Fidelity Bldg., Duluth.
DR. L. A. NELSON, Eye and Ear, 734 Lowry Bldg., St. Paul.	DR. C. L. HANEY, Sloan Bldg., Duluth.
	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).
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. M. S. HOSMER, Ashland, Wis. (s).
DR. A. A. LAW, 420 Syndicate Bldg., Minneapolis.	DR. T. R. SPEARS, Washburn, Wis.
DR. J. H. RISHMILLER, 409 Pillsbury Bldg., Minneapolis.	DR. F. G. JOHNSON, Iron River.
DR. I. C. McDONALD, 601 Syndicate Bldg., Minneapolis.	DR. J. J. RATCLIFFE, Aitkin, Minn. (s).
E. Minneapolis (s). Minneapolis Car Foreman's Office (s). Minneapolis Tool Car (s). Minneapolis Northtown Transfer (s). Gloster Shops (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.											
	C 20		E 3 D 2-3		D 5 and S 10		R & P 3		T		W	
Maximum Train Limit....	50	Cars	65	Cars	70	Cars	80	Cars	80	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	26	1500	30
Sawyer to Brainerd.....	1000	23	1400	32	1600	36	2000	45	2300	52	3000	60
Brainerd to Staples.....	1200	28	1800	41	2000	45	2300	52	2600	58	3500	70
Duluth to Carlton, 3rd S-d.	300	7	500	11	600	14	800	18	950	21	1200	25
Carlton to Hinckley.....	1300	30	1500	34	1700	39	2000	45	2300	52	.....	.....
Hinckley to White Bear...	1400	32	1600	36	2000	45	2300	52	2600	58	.....	.....
Eastward.												
Staples to Duluth.....	1350	28	1750	36	2000	42	2200	47	2650	56	3250	66
Central Ave. to Iron River.	480	11	650	15	750	17	950	22	.....	.....	.....	.....
Iron River to Ashland.....	650	15	840	19	940	21	1150	27	.....	.....	.....	.....
White Bear to Hinckley...	1300	32	1700	41	1900	46	2200	53	2500	60	.....	.....
Hinckley to Groningen....	1000	25	1400	34	1450	35	1750	43	2050	50	.....	.....
Groningen to Duluth.....	1300	32	1700	41	1900	46	2200	53	2500	60	.....	.....

Above rating is based on trains consisting of loads only and rating is calculated for an average speed of ten miles per hour.

For each car added to number specified above, deduct ten tons from rating of engine; for each car less than number specified above, add ten tons to rating of engine.

Westward trains with two engines will not handle more tonnage than the combined rating of both engines.

In figuring tonnage of the car, less than 1,000 pounds will not be counted; one thousand pounds or more will be counted one ton.

To secure full tonnage rating a fraction of weight of car more than rating must be counted rather than a fraction less.

Train dispatcher will determine rate to be handled when reduction is necessary account of weather conditions, except that for temperature alone the following rule will be applied by all concerned:

Reduce rating—5% between 30 above and 20 above; 10% between 20 and 10 above zero; 15% between 10 above and 10 below zero; 25% when temperature is below 10 below zero.

When engines are unable to haul the rating, Engineman will designate to conductors the number of tons to be reduced and will wire the Superintendent why the reduction is necessary. It must be distinctly understood that the responsibility for reducing train below rating of engine must be assumed by the Engineman and not the conductor.

This rating is made to govern ruling grades only, and will in no manner interfere with the handling of additional tonnage where the grades will permit.

In making up or filling out trains the following rules will be followed as far as practicable:

Solid trains of loads or solid trains of empties.

Where trains consist of both loads and empties, loads in the middle with empties divided between the head and rear end of trains.

Maximum tonnage for way freight trains will be 200 tons less than tonnage for through freights.

Tonnage for time freights will be regulated by bulletin.

Helper Districts—Duluth to Sawyer and Duluth to three miles west of Carlton via either the Second or Third Subdivisions.

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.

