NORTHERN PACIFIC RAILWAY COMPANY.

LAKE SUPERIOR DIVISION

TIME 41C TABLE

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

SUNDAY, MAY 16th, 1915.

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.

J. M. RAPELJE, General Manager.	C. L. NICHOLS, General Superintendent.	P. H. McCAULEY, Superintendent of Transportation.	W. H. STRACHAN, Superintendent.

FIRST SUB-DIVISION (MAIN LINE)

WESTWARD

THIRD CLASS			FIRST CLASS		Fuel, Sanitary Tanks and Water	Station Numbers	Distance from Ashland	TIME TABLE No. 41C May 16, 1915. Succeeding No. 41B. STATIONS Telegraph Offices and Calls	Distance from Duluth	Car Capacity of Sidings
733	731	729	53	51						
Way Freight	Way Freight	Way Freight	Passenger	Passenger						
Tue. Thur. and Sat.	Mo. We. and Fri.	Mo. We. and Fri.	Daily	Daily						
L 7.30AM	L 7.30AM		L 3.50PM	L 8.45AM	WO OT	0	0.0	AD.....ASHLAND.....D C. & N. W. Crossing Trask Conn. 4.6	75.8	Yard
f 7.45	f 7.45		s 4.00	s 8.55		5	4.6	.....ASHLAND JCT..... C. St. P. M. & O. Crossing 5.6	71.2	None
f 8.05	f 8.05		f 4.12	f 9.07		10	10.2	.....MOQUAH..... 6.1	65.6	32
f 8.25	f 8.25		f 4.25	f 9.20		16	16.3	.....INO..... 1.8	59.5	30
f 8.35	f 8.35		f 4.29	f 9.24		19	18.1	.....SPIDER..... 5.8	57.7	
f 8.50	f 8.50		f 4.41 732	f 9.36		24	23.7	.....TOPSIDE..... 4.7	53.1	30
s 9.05 51 10.03 34	As 9.05AM 51	L 10.30AM 54	s 4.51	s 9.46 731-733-730	YW	28	28.4	RV.....IRON RIVER.....D 4.0	47.4	30
f 10.15		f 10.45	f 5.00	f 8.54 54		33	32.4	.....MUSKEG..... 3.7	43.4	30
f 10.25		f 10.55	f 5.06	f 10.00		35	35.1	.....PEARSON..... 1.8	40.7	15
s 10.35 734 10.50		s 11.15	s 5.09	s 10.03		36	36.4	BX.....BRULE.....D 5.1	39.6	35
f 11.10		f 11.35	f 5.20	f 10.13 734		41	41.5	.....BLUEBERRY..... 2.8	34.3	35
f 11.25		f 11.55AM	s 5.25 52	s 10.18		44	44.0	MN.....MAPLE.....D 1.8	31.5	15
f 11.35		f 12.05PM	f 5.29	f 10.21		45	45.8	.....WIEHE..... 2.6	30.3	24
f 11.50AM		f 12.20	s 5.36	s 10.27	W	48	48.1	.....POPLAR..... 2.2	27.7	20
f 12.05PM		f 12.35	s 5.43	s 10.32		50	50.3	.....WENTWORTH..... 3.2	25.5	23
			f 5.52	f 10.39		53	53.5	.....AMNICON FALLS..... 3.2	22.3	
f 12.25		f 12.55	f 6.00	f 10.46		57	56.7	.....CUTTER..... 1.8	19.1	23
			f 6.04	f 10.49		59	58.5	.....PARKDALE..... 3.0	17.3	
			f 6.11	f 10.55		61	61.5	.....ALLOUEZ..... N. W. C. and O. N. Crossings Trask Conn. 1.8 Interlocked	14.3	70
As 12.45PM		As 1.15PM	As 6.17PM	As 11.00AM	WOY	63	63.3	SP.....EAST END.....D C. St. P. M. & O. Crossing Trask Conn. Interlocked	12.5	Yard

EASTWARD

FIRST CLASS		THIRD CLASS		
52	54	730	732	734
Passenger	Passenger	Way Freight	Way Freight	Way Freight
Daily	Daily	Mo. We. and Fri.	Mo. We. and Fri.	Tue. Thur. and Sat.
A 7.00PM	A 11.01AM		A 6.10PM	A 1.40PM
s 6.50	s 10.51		f 5.50	f 1.20
f 6.38	f 10.40		f 5.35	f 1.05
f 6.25	f 10.28		f 5.16	f 12.48
f 6.21	f 10.24		f 5.10	f 12.40
f 6.09	f 10.13		f 4.51 53	f 12.25
s 5.59	s 10.03 733-729	A 9.20AM 51	L 4.20PM	s 12.10PM 11.20AM
f 5.50	f 9.54 51	f 9.00		f 11.05
f 5.44	f 9.46	f 8.40		f 10.50
s 5.41	s 9.43	s 8.30		s 10.40 732
f 5.30	f 9.31	f 8.00		f 10.13 51
s 5.25 53	s 9.25	f 7.45		f 9.45
f 5.20	f 9.21 734	f 7.15		f 9.21 54
s 5.14	s 9.15	f 7.05		f 8.50
s 5.09	s 9.09	f 6.40		f 8.30
f 5.02	f 9.04			
f 4.55	f 8.56	f 6.15		f 8.05
f 4.51	f 8.52			
f 4.45	f 8.46			
L 4.40PM	L 8.40AM	L 5.45AM		L 7.45AM

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	74.8	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	2.27	2.15	.....	.....	.....	.....Time Over Sub-division.....	.....	.....	2.20	2.21	3.35	1.50	5.05
15.6	17.9	12.6	25.7	26.1	.....	.....	.....	.....Average Speed Per Hour.....	.....	.....	27.1	26.9	9.7	15.5	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 7.

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.

FIFTH SUB-DIVISION (WASHBURN BRANCH)

WESTWARD

SECOND CLASS	Fuel, Sanitary Tanks and Water	Station Numbers	Distance from Washburn	TIME TABLE No. 41C May 16, 1915. Succeeding No. 41B. STATIONS Telegraph Offices and Calls	Distance from Iron River	Car Capacity of Sidings
415						
Mixed						
Mo. We. and Fri.						
L 2.00PM	WCY	WD 34	0.0	.....WASHBURN..... 3.6	34.0	40
f 2.12		WD 31	3.6	.....ENGOE..... 6.3	30.5	
f 2.34		WD 24	9.8	.....ENDERLINE..... 4.4	24.2	28
f 2.49		WD 20	14.2	.....HEAD QUARTERS..... 6.0	19.8	Spur
s 3.10		WD 14	20.2	.....LENAWEE..... 3.6	13.8	45
f 3.23		WD 10	23.8	.....CODA..... 3.0	10.2	30
f 3.30		WD 6	26.8	.....SLOW BRIDGE..... 3.9	6.3	Spur
f 3.44		WD 4	29.7	.....BENA..... 4.3	4.3	29
A 4.00PM	WY	28	34.0	RV.....IRON RIVER.....D	0.0	
Mo. We. and Fri.						
3.00	.....	.....	.....	.....Time Over Sub-division.....	.....	.....
17.0	.....	.....	.....	.....Average Speed Per Hour.....	.....	.....

EASTWARD

SECOND CLASS
416
Mixed
Mo. We. and Fri.
A 12.08PM
f 11.56AM
f 11.35
f 11.20
s 11.00
f 10.48
f 10.41
f 10.28
L 10 10AM
Mo. We. and Fri.
1.58
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.

SECOND SUB-DIVISION
(MAIN LINE)

WESTWARD — EASTWARD

TIME TABLE No. 41C
May 16, 1915.
Succeeding No. 41B.

THIRD CLASS	SECOND CLASS		FIRST CLASS						Wilder, York, Staples, Train Tables and Type	Station Numbers	Distance from Duluth	STATIONS — Telegraph Offices and Calls	Distance from Staples	Car Capacity of Sidings	FIRST CLASS						THIRD CLASS	
727	623	625		49	65	63	57	55							56	58	64	66	50		624	728
Way Freight Ex. Sun.	Freight Daily	Freight Daily		Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily							Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily		Freight Daily	Way Freight 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 8.8	147.5		A 6.40PM	A 8.15AM	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 8.00PM	L 8.20AM	WY	67	5.3	AJ.....CENTRAL AVE.....DN G. N. Crossing Track Connection 2.4 Interlocked 159.2	500		As 6.10PM	As 7.47AM	A 6.43PM 623	As 5.45AM				
	9.55	7.16			11.55PM	2.39	f 8.06	f 8.25		69½	10.7	.....POKEGAMA..... 5.0	136.8	42	f 6.04	f 7.41	6.39	5.39				
	10.15	7.30			12.08AM	2.46	f 8.18	f 8.35		74	15.7	.....ANTON..... 3.7	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		78½	18.4	.....STATE LINE..... G. N. Crossing 1.7 Interlocked DOUBLE TRACK	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	.....BARKER..... 2.0	127.4	42	f 5.46	f 7.28	6.24	5.18				
	10.50	8.05			f 12.26	3.00	s 8.36	s 8.52		82	23.1	WQ.....WRENSHALL..... 6.4	124.4	80	s 5.41	s 7.18	6.19	f 5.11				
L 7.30AM 58	11.30	A 8.20PM 57			A 12.38AM	A 3.08PM	s 8.47 8.52 625	s 9.03	WY OO	86	27.5	UN.....CARLTON.....DN Third Sub-division Crossing Track Connection 4.9 Interlocked 120.0			s 5.33	s 7.10 727	L 6.12PM	L 5.01AM			A 12.40AM	A 5.10PM
f 7.50	11.50PM						f 9.03	f 9.13		91	33.4	.....IVERSON..... 4.8	118.1	80	f 5.19	f 6.58					12.25	f 4.50
s 8.20	12.10AM 624						s 9.14	s 9.22	Y	96	37.3	SA.....ZEBULON.....D 5.5	110.3	80	s 5.10	s 6.49					12.10AM 623	s 4.30
f 8.40	12.30						f 9.28	f 9.34		102	43.7	.....CORONA..... 5.4	103.8	75	f 4.58	f 6.36					11.50PM	f 3.55
s 9.00	12.45						s 9.40	s 9.44	W	108	49.1	CM.....CROMWELL.....DN 6.1	98.4	75	s 4.48	s 6.25					11.30	s 3.35
s 9.25	1.00						s 9.52	s 9.56		114	55.2	WT.....WRIGHT.....D 6.1	92.3	80	s 4.36	s 6.13					11.10	s 3.05
s 9.50	1.15						s 10.04	s 10.08		120	61.3	TK.....TAMARACK.....D 4.0	86.2	75	s 4.24	s 6.01					10.50	s 2.15
f 10.16 53	1.23						f 10.12	f 10.16 727		124	65.3	.....GRAYLING..... 5.3	82.2	80	f 4.16	f 5.53					10.35	f 1.50
s 10.40 11.30	2.00						s 10.23 634	s 10.26	YWC	129	70.5	MG.....MCGREGOR.....DN Soo Line Crossing Track Connection 4.0 Interlocked 77.0	E 75 W 75		s 4.06	s 5.43					10.23 9.50 57	1.35 s 12.55
f 11.50AM	2.15						f 10.31	f 10.34		133	74.5	.....UDE..... 4.8	72.0	75	f 3.58	f 5.34					9.35	f 12.40
s 12.20PM 728	2.30						f 10.41	s 10.43		138	79.3	K.....KIMBERLY.....D 5.8	68.2	80	s 3.49	s 5.25					9.20	s 12.20 727
f 12.40	2.45						f 10.53	f 10.54		144	85.1	.....ROSSBURG..... 6.0	62.4	80	f 3.38	f 5.14					9.05	f 12.01PM
s 1.25	3.10			L 9.15AM 50			s 11.06	s 11.06	W	150	91.1	KN.....AITKIN.....DN 4.8	56.4	E 80 W 50	s 3.27	s 5.03			A 9.10AM 49		8.25	s 11.45AM
f 1.40	3.25			f 9.28			f 11.16	f 11.15 728		155	95.8	.....CEDAR LAKE..... Soo Line Connection Track Connection 5.6	51.6	80	f 3.17	f 4.53				f 8.57	7.58	f 11.15 53
s 2.15	4.00			s 9.42 s 10.08			s 11.28	s 11.26		160	101.5	DO.....DEERWOOD.....DN 4.0	46.0	80	s 3.06	s 4.43				s 8.45	7.40	s 10.55
f 2.30	4.34 53			f 10.19			f 11.36	f 11.34	W	165	105.5	.....KLONDYKE..... 5.5	42.0	80	f 2.58	f 4.34 623				f 8.35	7.25	f 10.45
f 2.48 53	4.55			f 10.32 728			f 11.47PM	f 11.44		170	111.0	.....LOERCH..... 7.2	36.5	80	f 2.48 727	f 4.24				f 8.22	7.00	f 10.32 49
s 3.05 3.30	5.15 5.40			A 10.50AM			s 12.02AM 12.15	s 11.58AM 12.05PM	WCO TY	177	118.3	B.....BRAINERD.....DN M. & L. Connection 4.4	29.3	E 95	s 2.35 2.27	s 4.10 4.00			L 8.05AM		6.35 6.05	s 10.05 9.25
f 3.45	5.59						f 12.24	f 12.13		181	123.6	.....BAXTER..... 5.6	24.0	74	f 2.19	f 3.51					5.50	f 9.10
f 4.05	6.20						f 12.36	f 12.23		187	128.3	.....SYLVAN..... 3.6	19.2	65	f 2.08	f 3.42					5.30	f 8.50
s 4.20	6.32						s 12.43	s 12.29		191	131.6	PG.....PILLAGER.....D 5.0	15.6	74	s 2.01	s 3.36					5.05	s 8.35
f 4.45 624	6.50						f 12.53	f 12.38		196	136.6	.....WHEELOCK..... 5.7	10.6	80	f 1.53	f 3.28					4.45 727	f 8.05
s 5.10	7.03						s 1.00	s 12.45	W	199	140.3	MO.....MOTLEY.....DN 4.1	7.3	E 70 W 74	s 1.48	s 3.22					4.30	s 7.50
f 5.20	7.18 728						f 1.08	f 12.53		203	144.4	.....HAYDEN..... 3.1	3.1	75	f 1.40	f 3.15					4.20	f 7.18 623
A 5.30PM	A 7.30AM						A 1.15AM	A 1.00PM	WCO TY	207	147.5	SO.....STAPLES.....DN 0.0			L 1.35PM	L 3.10AM					L 4.10PM	L 7.00AM
Ex. Sun.	Daily	Daily		Daily	Daily	Daily	Daily	Daily							Daily	Daily	Daily	Daily	Daily		Daily	Ex. Sun.
8.35	9.10	1.10		1.09	0.48	0.33	4.57	4.33				Time Over Sub-division			4.27	4.27	0.31	0.44	1.08		7.77	8.50
13.9	16.1	16.4		23.8	24.0	24.9	28.1	30.5				Average Speed per Hour			31.3	31.3	37.6	26.5	26.0		16.1	13.3

Via 3rd Sub-Div.

EASTWARD TRAINS ARE SUPESIOR 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. 53 and 54 will register at Central Ave. by ticket.
STANDARD CLOCKS—Duluth, Carlton and at Staples Passenger Depot.
DERAIL SWITCHES—See page 7.
YARD LIMITS—Central Ave., Carlton, McGregor, Aitkin, Brainerd and Staples.

AUTOMAYIC BLOCK SIGNALS BETWEEN CARLTON AND CENTRAL AVENUE.
HELPER DISTRICTS—Duluth to Zebulon.
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.
Connection with the Minnesota and International Railway at West Brainerd just west of the Hospital Grounds is governed by automatic block signal.

DOUBLE TRACK EXTENDS FROM STATE LINE TO ANTON.
All trains will keep to right. Trains meeting on double track must be positively identified. Switch at Anton 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.
Central Avenue will be a flag stop for trains 63 and 64 for Twin City passengers only.

WESTWARD

THIRD SUB-DIVISION
(MAIN LINE)

TIME TABLE No. 41C
MAY 16, 1915.
Succeeding No. 41B.

THIRD CLASS			SECOND CLASS						STATIONS			FIRST CLASS										
725	723	721	627	625	Water, Fuel, Ice, Time Tables and Wyes	Car Capacity of Sidings	Distance from Duluth	Telegraph Offices and Calls		Distance from White Bear	Station Numbers	61	63	65	67	71	77	79	91	83	85	
Way Freight	Way Freight	Way Freight	Freight	Freight								Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	
Ex. Sun.	Mo. We. and Fri.	Ex. Sun.	Daily	Daily								Ex. Sun.	Daily	Daily	Ex. Sun.	Daily	Daily	Daily	Ex. Sun.	Sun. only	Sat. only	
			L 7.45PM		WCV OT		0.0	DN.....DULUTH.....DU	5.5	140.4	WD 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	Via Superior and 2nd Sub-division	WY		5.5	.....WEST DULUTH JCT.....	2.2	136.0	L 5	L 9.20AM	Via Superior and 2nd Sub-division	Via Superior and 2nd Sub-division		L 5.33PM					
			8.20			80	7.7	.....SMITHVILLE.....	3.6	133.7	L 8	f 9.26				f 5.37					
			8.32			42	11.8	.....SHORT LINE PARK.....	4.8	129.1	L 11	f 9.35				s 5.45					
			8.55			84	16.1	.....DROWNELL.....	5.2	124.8	L 16	f 9.46				f 5.54					
			9.05			86	19.3	.....THOMSON.....	1.6	121.1	L 19	s 9.53				s 6.00					
	L 9.00AM		9.10 9.50	L 8.35PM	WCO Y		20.9	DN.....CARLTON.....UN	5.0 2nd Sub-div. and G. N. Crossing Interlocked	119.8	86	s 10.00 626-72	L 3.08PM 724	L 12.38AM		As 6.05PM					
	9.25 626		10.05	8.55		53	29.9	.....OTTER CREEK.....	1.5	113.8	L 26	10.12	3.17	12.53							
						10	28.4	.....ATKINSON.....	4.8	112.0	L 28	f 10.15		f 12.57							
	s 10.00		10.20	9.10		107	33.7	D.....MAHTOWA.....MA	6.0	107.7	L 33	s 10.24	3.25	f 1.08							
	10.20 61 10.45		10.32	9.25		65	38.7	D.....BARNUM.....BM	4.5	101.7	L 38	s 10.38 722	3.34	f 1.23							
	s 11.00AM 63 12.35PM		10.55	9.50	W	80	43.2	DN.....MOOSE LAKE.....MU	6.0	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..... .50	4.5	91.2	L 49	s 10.57	3.50	f 1.49 623							
	s 1.45		11.25	10.23		95	53.7	D.....WILLOW RIVER.....WR	3.9	86.7	L 54	s 11.08 721	3.56	f 2.00							
	f 2.10		11.34	10.34		60	57.6	.....RUTLEDGE.....	3.1	82.8	L 58	s 11.13	4.02	s 2.10							
	s 2.45		11.48	10.50		80	63.7	D.....FINLAYSON.....FY	5.4	77.7	L 62	s 11.22	4.09	f 2.23							
	s 3.08		11.59PM	11.00	YW	60	66.1	DN.....GRONINGEN.....MR	4.7	74.3	L 66	s 11.28	4.14	s 2.31							
	f 3.30		12.08AM	11.10		100	70.8	.....FRIESLAND.....	4.8	69.6	L 71	s 11.38 63	4.21	f 2.43							
	A 3.50PM	L 7.00AM	12.20 2.55 623	11.25PM 12.05AM 628	WGT Y	130	75.6	DN.....HINCKLEY.....	G. N. Crossing 5.2 Interlocked	64.5	L 76	s 11.48 1 11.58AM	s 4.29	s 2.55 1 3.10 66							
						10	75.8	.....MISSION CREEK.....	4.1	61.6	L 79	f 12.05PM		f 3.18							
		f 7.20	1.18	12.35		80	82.9	.....BEROUN.....	5.8	57.8	L 83	f 12.14	4.40 64	f 3.28							
		s 7.42	1.38	1.00	W	75	88.7	DN.....PINE CITY.....	4.7	51.7	L 80	s 12.26	s 4.48	s 3.42							
		s 8.00	1.57 64	1.20		80	93.4	D.....ROCK CREEK.....RK	5.1	47.0	L 94	s 12.35	4.56	s 3.53							
		s 8.20AM 8.15PM 722-61-62	2.15	1.45 64	WYQ	E 81 W 80	98.8	DN.....RUSH CITY.....RC	5.9	41.9	L 99	12.45 s 12.55 721-722	s 5.03	s 4.05							
		s 1.40	2.37	2.00		75	108.4	D.....HARRIS.....HA	5.1	35.0	L 100	s 1.09	5.13	f 4.21 626							
		s 2.00 2.20	2.53	2.15	W	155	110.5	D.....NORTH BRANCH.....CH	7.6	29.9	L 111	s 1.19	s 5.21	f 4.33							
		s 2.45	3.15	2.35		80	118.1	D.....STACY.....	4.5	22.3	L 119	s 1.34	5.32	f 4.51							
L 4.50PM 79-80		s78-83 3.05 84-84 3.40	3.30 626	2.48	WY	E 80 W 80	122.6	DN.....WYOMING.....	4.2	17.8	L 123	s 1.43 81	5.39	s 5.02	L 7.30AM		L 8.50PM	L 4.45PM 722-80	L 1.30PM 61	L 7.40PM 62	L 3.32PM 64-75-721	
s 5.05		f 4.13 80	3.50	3.00 626		75	136.8	D.....FOREST LAKE.....ST	5.4	13.6	L 137	s 1.52	5.46	f 5.12	s 7.38		s 8.59	s 4.54	s 1.39	s 7.49	s 3.41	
s 5.30		f 4.35	4.20	3.30		80	138.2	D.....HUGO.....VN	4.2	8.2	L 135	s 2.08	6.00	f 5.32	s 7.54		s 9.16	s 5.11	s 1.56	s 8.06	s 3.58 80	
s 5.40		f 4.45	4.35	3.45			139.4	D.....BALD EAGLE.....JN	Track Conn. Soo Line Crossing Interlocked 1.0	1.0	L 140	s 2.16	6.07	s 5.42	s 8.03		s 9.25	s 5.19	s 2.05	s 8.15	s 4.07	
As 5.45PM 81-83		As 4.50PM	As 5.00AM	As 3.50PM	WCO T		140.4	DN.....WHITE BEAR.....	WB	0.0	L 141	As 2.18PM 78-84	As 6.10PM 82-83-725	As 5.45AM	As 8.05AM		As 9.28PM 625	As 5.22PM	As 2.08PM 78-84	As 8.18PM	As 4.10PM	
Ex. Sun.	Mo. We. & Fr.	Ex. Sun.	Daily	Daily								Ex. Sun.	Daily	Daily	Ex. Sun.	Daily	Daily	Daily	Ex. Sun.	Sun. only	Sat. only	
0.55 19.4	4.50 11.8	4.00 16.3	7.35 17.7	6.35 18.1				Time Over Sub-division Average Speed per Hour				4.38 29.1	3.02 29.4	4.52 24.5	0.35 30.5	0.33 28.3	0.37 28.1	0.37 28.8	0.38 28.1	0.38 24.1	0.38 28.1	

This Train runs Sunday only.

This Train runs Saturday only.

"NOTE"

Passenger trains will run from White Bear to Bald Eagle and return as follows and will be handled by train orders:

Lv. White Bear 7.13 A. M. Lv. Bald Eagle 7.16 A. M. Ar. White Bear 7.19 A. M. Daily.
" " 9.00 " " " 9.03 " " " 9.06 " " " 9.09 " " Daily ex. Sun.
" " 10.53 " " " 10.32 " " " 10.35 " " " 10.38 " " Sunday only.
" " 10.53 " " " 11.01 " " " 11.04 " " " 11.07 " " Daily ex. Sun.
" " 4.34 P. M. " " 4.45 P. M. " " 4.48 P. M. " " 4.51 P. M. " " Daily ex. Sun.
" " 5.34 " " " 5.37 " " " 5.40 " " " 5.43 " " Sunday only.
" " 6.40 " " " 6.43 " " " 6.46 " " " 6.49 " " Daily ex. Sun.
" " 8.38 " " " 8.41 " " " 8.44 " " " 8.47 " " Daily.
" " 11.35 " " " 11.38 " " " 11.41 " " " 11.44 " " Daily.

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

REGISTERING STATIONS—White Bear, Wyoming, Hinckley, Carlton, West Duluth.
BULLETIN STATIONS—White Bear, Hinckley, Carlton and Duluth.
STANDARD CLOCKS—White Bear, Hinckley, Carlton, Rice's Point and Chief Dispatcher's Office, Duluth.

AUTOMATIC BLOCK SIGNALS BETWEEN WHITE BEAR AND WEST DULUTH JUNCTION.

DERAIL SWITCHES—See Page 7.
YARD LIMITS—West Duluth Jct., Carlton, Hinckley and White Bear.
HELPER DISTRICT—Duluth to Otter Creek.
Maximum speed of passenger trains is one minute or sixty seconds per mile. This limit must never be exceeded.

Nos. 67 and 68 will stop on flag for passengers at Coron Siding.
No. 64 will take siding at Beroun for No. 63. See footnotes on page 4.
No. 63 will stop at Wyoming and Forest Lake for passengers for Minneapolis.

THIRD SUB-DIVISION
(MAIN LINE)

EASTWARD

TIME TABLE No. 41C
May, 16, 1915.
Succeeding No. 41B.

		FIRST CLASS																SECOND CLASS	THIRD CLASS				
		84	82	80	78	76	72	68	66	64	62	Water, Fuel, Racks, Turn Tables and Wyes	Car Capacity of Sidings	Distance from Duluth	STATIONS Telegraph Offices and Calls	Distance from White Bear	Station Numbers	628	624	626	722	724	726
		Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger							Freight	Freight	Freight	Way Freight	Way Freight	Way Freight
		Sat. Only	Sun. Only	Ex. Sun.	Daily	Daily	Daily	Ex. Sun.	Daily	Daily	Ex. Sun.							Daily	Daily	Daily	Ex. Sun.	Tu. Th. Sat.	Ex. Sun.
							A 10.55AM		A 6.30AM	A 7.25PM	A 2.05PM	WCY OT		0.0	DN.....DULUTH.....DU 3.5	140.4	WB 71	A 4.30AM					

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

Passenger trains will run from White Bear to Bald Eagle and return as follows and will be handled by train orders.
"N O T E"
Lv. White Bear 7.13 A. M. Lv. Bald Eagle 7.10 A. M. Ar. White Bear 7.08 A. M. Daily.
Lv. " 7.00 A. M. Lv. " 6.03 A. M. Ar. " 6.01 A. M. Daily ex. Sun.
Lv. " 10.39 A. M. Lv. " 10.31 A. M. Ar. " 10.35 A. M. Sunday only.
Lv. " 10.68 A. M. Lv. " 11.01 A. M. Ar. " 11.04 A. M. Daily ex. Sun.
Lv. " 4.42 P. M. Lv. " 4.45 P. M. Ar. " 4.43 P. M. Sunday only.
Lv. " 5.34 P. M. Lv. " 5.37 P. M. Ar. " 5.40 P. M. Daily ex. Sun.
Lv. " 6.40 P. M. Lv. " 6.43 P. M. Ar. " 6.46 P. M. Daily.
Lv. " 8.38 P. M. Lv. " 8.41 P. M. Ar. " 8.44 P. M. Daily ex. Sun.
Lv. " 11.35 P. M. Lv. " 11.38 P. M. Ar. " 11.41 P. M. Daily.

This Train runs Saturday Only.

This Train runs Sunday Only.

							A 10.35AM		Via 2d Sub-division and Superior	Via 2d Subdivision and Superior	A 1.47PM	WY		5.5	WEST DULUTH JCT. 2.2	134.9	L 5	A 3.55AM	A 1.50AM	A 11.20AM			
							f 10.30				f 1.42		30	7.7	SMITHVILLE 3.6	132.7	L 8	3.46	1.42	11.10			
							f 10.22				f. 1.36		42	11.3	SHORT LINE PARK 4.8	129.1	L 11	3.37	1.32	10.55			
							f 10.14				f 1.27		54	16.1	BROWNELL 3.2	124.3	L 16	3.26	1.20	10.35			
							s 10.08				f 1.21		56	19.3	THOMSON 1.6	121.1	L 19	3.15	1.05	10.25			
							L 10.05AM 61-020		A 5.00AM	A 6.12PM	s 1.18	WCO Y		20.9	DN.....CARLTON.....UN 2nd Sub-div. and G. N. Crossing Interlocked 3.0	119.5	80	3.10	L 1.00AM	72 10.20 61 9.55		A 2.40PM 63	
									4.47	6.03	1.06		53	26.9	OTTER CREEK 1.8	118.5	L 26	2.55		9.25 725		f 2.15	
									f 4.44		f 1.03		10	28.4	ATKINSON 4.8	112.0	L 28					f 2.10	
									f 4.34	5.55	s 12.54		107	33.7	D.....MAHTOWA.....MA 6.0	107.7	L 33	2.38		9.05		s 1.50	
									f 4.20	5.46	s 12.42		65	38.7	D.....DARNUM.....BM 6.5	101.7	L 39	2.20		8.45		s 1.15	
									s 4.10	s 5.39	s 12.33 725-726	W	30	43.2	DN.....MOOSE LAKE.....MU 6.0	97.3	L 45	2.05		8.30		62 2.50 s 12.20PM	
									f. 3.56	5.30	s 12.21		90	49.2	D.....STURGEON LAKE.....SG 4.6	91.3	L 49	1.49 65		8.09		s 11.55AM	
									f 3.46	5.23	s 12.12		95	53.7	D.....WILLOW RIVER.....WR 3.9	86.7	L 54	1.30		7.56		61 11.15 s 10.50	
									s 3.37	5.17	s 12.04PM		80	57.6	RUTLEDGE 3.1	83.8	L 58	1.15		7.45		f 10.20	
									f 3.25	5.10	s 11.54AM		80	62.7	D.....FINLAYSON.....FY 3.4	77.7	L 62	1.00		7.30		s 9.55	
									s 3.17	5.05	s 11.47	YW	60	66.1	DN.....GRONINGEN.....MR 4.7	74.3	L 66	12.50		7.20		s 9.35 s 9.25	
									f 3.06	4.58	s 11.38 61		100	70.8	PRIESLAND 4.8	69.6	L 71	12.35		7.05		f 9.10	
									2.58 2.50 65	s 4.51	11.09 11.19	WCT Y	130	75.6	DN.....HINCKLEY.....HN Trask Connection 5.3 G. N. Crossing Interlocked	64.5	L 76	12.20 12.00AM 626-627		6.45 6.10	A 3.30PM	L 8.45AM	
									f 2.32		f 11.13		10	78.8	MISSION CREEK 4.1	61.6	L 79						
									f 2.22	4.40 63	s 11.05		80	82.9	BEROUN 3.5	57.5	L 83	11.50PM		5.55	f 2.55		
									s 2.08	s 4.29	s 10.54	W	75	85.7	DN.....PINE CITY.....J 4.7	51.7	L 89	11.37		5.40	s 2.20		
									f 1.57 627	4.21	s 10.45		80	93.4	D.....ROCK CREEK.....RK 5.1	47.0	L 94	11.25		5.20	s 1.55		
									s 1.45 625	s 4.12	s 10.35 721	WYO	E 51 W 80	98.5	DN.....RUSH CITY.....RC 6.9	41.9	L 99	11.13		5.00	s 1.30 61 s 12.50 721		
									f 1.29	4.00	s 10.22		75	105.4	D.....HARRIS.....HA 5.1	35.0	L 106	10.58		4.21 66	s 12.25PM		
									f 1.17	s 3.51	s 10.13	W	155	110.5	D.....NORTH BRANCH.....CH 7.6	29.9	L 111	10.45		4.02	s 11.55AM 11.20		
									f 1.00	3.38	s 10.00		80	118.1	D.....STACY.....CA 4.6	22.3	L 119	10.25		3.42	s 10.55		
		A 2.50PM 721	A 7.10PM 63	A 4.20PM 725	A 3.00PM 63-721	A 10.35AM 722		A 6.45PM	s 12.50	3.30 721-63	s 9.52	WY	E 80 W 80	123.6	DN.....WYOMING.....WI 4.2	17.8	L 123	10.15		3.30 627	s 10.30 70		A 10.55AM
		s 2.44	s 7.02	s 4.13 721	s 2.53	s 10.28		s 6.38	f 12.41	3.23	s 9.45 722		75	126.8	D.....FOREST LAKE 3.4	13.8	L 127	10.03		3.00 625	s 9.45 62		10.45
		s 2.29	s 6.45	s 3.58 63	s 2.36	s 10.11		s 6.21	f 12.22	3.09	s 9.31		80	136.3	D.....HUGO.....VN 4.2	9.3	L 135	9.43		2.25	s 9.15		10.25
		s 2.21	s 6.35	s 3.48	s 2.26	s 10.03		s 6.14	f 12.13	3.02	s 9.24			139.4	D.....BALD EAGLE.....JN 1.0 Trask Conn. See Line Crossing Interlocked	1.0	L 140	9.33		2.10	s 8.55		10.10
		L 2.18PM 78-01-01	L 6.30PM 63	L 3.45PM	L 2.23PM 61-91-31	L 10.00AM 720		L 6.12PM 63-725	L 12.10AM	L 3.00PM	L 9.22PM	WCO T		140.4	DN.....WHITE BEAR.....WB	0.0	L 141	L 9.30PM 77		L 2.05AM	L 8.50AM		L 10.05AM 76
		Sat. Only	Sun. Only	Ex. Sun.	Daily	Daily	Daily	Ex. Sun.	Daily	Daily	Ex. Sun.							Daily	Daily	Daily	Ex. Sun.	Tu. Th. Sat.	Ex. Sun.
		0.32 32.3	0.40 28.7	0.25 30.8	0.27 28.8	0.25 30.5	0.30 30.8	0.30 28.8	4.16 26.0	3.13 27.8	4.16 21.7				Time Over Sub-division Average Speed per Hour			6.25 21.9	0.50 18.4	8.20 19.1	8.25 11.9	4.50 11.8	6.50 21.3

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

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.

AUTOMATIC BLOCK SIGNALS BETWEEN WHITE BEAR AND WEST DULUTH JUNCTION.
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.

On Sundays, Nos. 62 and 64 will stop on flag at Harris and Beroun.
No. 61 will wait at Carlton for Second Subdivision No. 64.
No. 64 will take siding at Beroun for No. 63.
Nos. 62 and 64 will register at Wyoming by ticket.
No. 64 will stop at Forest Lake and Wyoming for passengers for North of Wyoming.
See foot notes on page 5.

SIXTH SUB-DIVISION (CLOQUET BRANCH)

WESTWARD — EASTWARD

SECOND CLASS			FIRST CLASS			Water, Fuel, Scales, Turn Tables and Wyes	Station Numbers	Distance from Carlton	TIME TABLE No. 41C May 16, 1915. Succeeding No. 41B. STATIONS Telegraph Offices and Calls	Distance from Cloquet	Car Capacity of Sidings	FIRST CLASS			SECOND CLASS	
425	421		73	71	75							72	74	92	422	424
Mixed	Mixed		Passenger	Passenger	Passenger							Passenger	Passenger	Passenger	Mixed	Mixed
Ex. Sun.	Ex. Sun.		Daily	Daily	Ex. Sun.							Daily	Ex. Sun.	Daily	Ex. Sun.	Ex. Sun.
L 3.15 PM (71)	L 8.00 AM		L 9.15 AM (422)	L 6.15 PM	L 1.25 PM	WC OY	56	0.0	DN.....CARLTON.....UN 3.1	5.8		A 9.55 AM	A 3.00 PM (435)	A 7.00 PM	A 8.55 AM (73)	A 5.10 PM
s 3.30	s 8.15		s 9.27	s 6.27	s 1.37		LO 4	3.1	.....SCANLON..... 2.7	2.7		s 9.45	s 2.48	s 6.47	s 8.40	s 4.68
A 3.45 PM (422)	A 8.25 AM (423)		A 9.35 AM (73)	A · 6.40 PM (92)	A 1.45 PM	WO	LO 7	5.8	D.....CLOQUET.....CQ	0.0		L 9.35 AM (73)	L 2.40 PM	L 6.42 PM (71)	L 8.35 AM (431)	L 4.60 PM
Ex. Sun.	Ex. Sun.		Daily	Daily	Ex. Sun.							Daily	Ex. Sun.	Daily	Ex. Sun.	Ex. Sun.
0.30	0.25		0.20	0.20	0.20				Time Over Sub-division			0.20	0.20	0.20	0.20	0.20
11.6	12.9		17.4	17.4	17.4				Average Speed per Hour			17.4	17.4	17.4	17.4	17.4

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

REGISTERING STATIONS—Carlton and Cloquet.—No. 421 has right over No. 422, Carlton to Cloquet. No. 73 has right over No. 72, Carlton to Cloquet.
BULLETIN STATION AND STANDARD CLOCK—Carlton.
SPECIAL RULE GOVERNING TRAINS ON CLOQUET BRANCH—No. 71 has right over No. 92, Carlton to Cloquet. No. 75 has right over No. 74, Carlton to Cloquet.

SEVENTH SUB-DIVISION (MILLER BRANCH)

WESTWARD — EASTWARD

THIRD CLASS	Water, Fuel, Scales, Turn Tables and Wyes	Station Numbers	Distance from Quarry	TIME TABLE No. 41C May 16, 1915. Succeeding No. 41B. STATIONS Telegraph Offices and Calls	Distance from Groningen	Car Capacity of Sidings	THIRD CLASS
735							736
Way Freight							Way Freight
Tue. Thur. and Sat.							Tue. Thur. and Sat.
L 10.00 AM (735)		L 72	0.0	.....QUARRY..... 1.3	4.3		A 9.55 AM (735)
f 10.15		L 69	1.3	GOVERNMENT ROAD CR'G 3.0	3.0		f 9.40
A 10.30 AM	WY	L 66	4.3	DN.....GRONINGEN.....MR	0.0		L 9.25 AM
Tue. Thur. and Sat.							Tue. Thur. and Sat.
0.30				Time Over Sub-division			0.30
8.8				Average Speed per Hour			8.8

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.

EIGHTH SUB-DIVISION (GRANTSBURG BRANCH)

WESTWARD — EASTWARD

SECOND CLASS		Water, Fuel, Scales, Turn Tables and Wyes	Station Numbers	Distance from Grantsburg	TIME TABLE No. 41C May 16, 1915. Succeeding No. 41B. STATIONS Telegraph Offices and Calls	Distance from Rush City	Car Capacity of Sidings	SECOND CLASS	
419								420	
Mixed								Mixed	
Ex. Sun.								Ex. Sun.	
L 11.55 AM	T		LE17	0.0	D.....GRANTSBURG.....G 6.5	17.0	40	A 11.20 AM	
f 12.13 PM			LE11	6.5	.....LINDS SPUR..... 3.3	10.8		s 11.05	
s 12.24			LE 7	10.3	.....BENSON..... 1.8	8.7	18	s 10.56	
s 12.29			LE 5	11.9	.....ST. CROIX RIVER..... 5.1	5.1	6	s 10.52	
A 12.45 PM	WYO	L 99	17.0	DN.....RUSH CITY.....RC	0.0	130	L 10.40 AM	
Ex. Sun.								Ex. Sun.	
0.50				Time Over Sub-division				0.40	
20.4				Average Speed per Hour				23.5	

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

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

NINTH SUB-DIVISION (TAYLORS FALLS BRANCH)

WESTWARD — EASTWARD

THIRD CLASS	FIRST CLASS					Water, Fuel, Scales, Turn Tables and Wyes	Station Numbers	Distance from Taylors Falls	TIME TABLE No. 41C May 16, 1915. Succeeding No. 41B. STATIONS Telegraph Offices and Calls	Distance from Wyoming	Car Capacity of Sidings	FIRST CLASS			THIRD CLASS
725	91	79	77	67								68	76	78	726
Way Freight	Passenger	Passenger	Passenger	Passenger								Passenger	Passenger	Passenger	Way Freight
Ex. Sun.	Ex. Sun.	Sun. only	Daily	Ex. Sun.								Ex. Sun.	Daily	Daily	Ex. Sun.
L 2.30 PM	L 12.35 PM	L 3.30 PM	L 7.50 PM (63)	L 6.25 AM		WT		0.0	...TAYLORS FALLS YARD... 0.7	20.2		A 7.40 PM (77)	A 11.30 AM	A 4.00 PM	A 1.35 PM
s 2.36	s 12.40	s 3.38	s 8.00	s 6.35			LF31	0.7	D.....TAYLORS FALLS.....FA 2.4	19.5	10	s 7.35	s 11.26	s 3.58	s 1.30
s 2.45	f 12.46	f 3.50 (78)	f 8.10	f 6.45			LF17	3.1	.....FRANCONIA..... 3.1	17.1	50	f 7.27	f 11.17	f 3.50 (70)	s 1.15
s 3.00	s 12.54 (73)	s 3.59	s 8.18	s 6.53			LF14	6.2	D.....SHAFERS.....SF 3.4	14.0	22	s 7.18	s 11.08	s 3.42	s 12.54 (61)
s 3.32 (78)	s 1.02	s 4.09	s 8.27	s 7.01			LF10	9.6	D.....CENTRE CITY.....CN 1.7	10.8	14	s 7.10	s 11.00	s 3.32 (73)	s 12.35
s 3.50	s 1.07	s 4.15	s 8.30	s 7.07			LF 9	11.3	D.....LINDSTROM.....MC 2.6	8.9	50	s 7.05	s 10.55	s 3.27	s 12.15 PM
s 4.05	s 1.14	s 4.24	s 8.35	s 7.15			LF 6	13.9	D.....CHISAGO CITY.....CO 6.3	6.3	42	s 6.59	s 10.49	s 3.18	s 11.45 AM
A 4.25 PM	A 1.30 PM	A 4.40 PM	A 8.50 PM	A 7.30 AM		WY	L 123	20.2	DN.....WYOMING.....WI	0.0	130	L 6.45 PM	L 10.35 AM	L 3.00 PM	L 11.15 AM
Ex. Sun.	Ex. Sun.	Sun. only	Daily	Ex. Sun.								Ex. Sun.	Daily	Daily	Ex. Sun.
1.55	0.55	1.10	1.00	1.05					Time Over Sub-division			0.55	0.55	1.00	2.30
10.5	22.0	17.3	20.2	18.8					Average Speed per Hour			22.0	22.0	20.2	8.6

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.

TENTH SUB-DIVISION (CUYUNA NORTHERN RAILWAY)

WESTWARD — EASTWARD

Water, Fuel, Scales, Turn Tables and Wyes	Station Numbers	Distance from Deerwood	TIME TABLE No. 41C May 16, 1915. Succeeding No. 41B. STATIONS Telegraph Offices and Calls	Distance from Ortland	Car Capacity of Sidings
	160	0.0	DN.....DEERWOOD..... ....DO 2.8	2.8	
	LJ 4	2.8	.....ORRLAND.....	0.0	
			Time Over Sub-division		
			Average Speed per Hour		

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

ELEVENTH SUB-DIVISION
(CUYUNA NORTHERN RAILWAY)

WESTWARD — EASTWARD

FIRST CLASS				Water, Fuel Scales, Turn Tables and Wyes	Station Numbers	Distance from Deerwood.	TIME TABLE No. 41-C May 16, 1915. Succeeding No. 41-B. STATIONS Telegraph Offices and Calls	Distance from C. M. L. Mine.	Car Capacity of Siding.	FIRST CLASS			
			49							50			
			Passenger							Passenger			
			Daily							Daily			
			L 9.42 M		160	0.0	DN.....DEERWOOD.....DO 3.9	3.9		A 10.07 M			
			A 9.52 M 50		LK 4	3.9	.....IRONTON..... Soo Line 0.7 Track Connection	1.8		L 9.54 M 49			
						4.6	.....SOO JUNCTION..... Soo Line 0.6 Track Connection	0.9					
						5.2	.....DEEBEE JCT..... 0.3	0.3					
					LK 5	5.5	.....C. M. L. MINE.....	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 RULES GOVERNING TRAINS ON THE ELEVENTH SUB-DIVISION.

No. 49 has right over No. 50, Deerwood to Ironton.
Yard Limit between 500 feet east of east switch Ironton and 500 feet west of Soo Junction.
Soo Line operates trains between Soo Line connection at Ironton and Soo Junction. All trains must run under control between these limits.

TWELFTH SUB-DIVISION
(DEEBEE SPUR)

WESTWARD — EASTWARD

Water, Fuel Scales, Turn Tables and Wyes	Station Numbers	Distance from Deebee Jct.	TIME TABLE No. 41-C May 16, 1915. Succeeding No. 41-B. STATIONS Telegraph Offices and Calls	Distance from D. B. Mine	Car Capacity of Siding
		0.0	.....DEEBEE JCT..... 3.5	3.5	
		3.5	..... D. B. MINE.....	0.0	
			Time Over Sub-division		
			Average Speed Per Hour		

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

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 D07 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.

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.

Track from Soo Line connection east of depot at Ironton to connection about one mile west of depot will be used jointly by Northern Pacific and Soo Line Rys. Movements over this track must be made at a speed that will insure safe operation.

THIRTEENTH SUB-DIVISION
(WILCOX SPUR)

WESTWARD — EASTWARD

Water, Fuel Scales, Turn Tables and Wyes	Station Numbers	Distance from Leech	TIME TABLE No. 41-C May 16, 1915. Succeeding No. 41-B. STATIONS Telegraph Offices and Calls	Distance from Woodrow	Car Capacity of Siding
		0.0	.....LOERCH..... 1.5	1.5	
		1.5	.....WOODROW.....	0.0	
			Time Over Sub-division		
			Average Speed Per Hour		

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

G. W. ATMORE, Asst. Superintendent.
H. H. MAHER, Trainmaster.
T. B. QUINN, Trainmaster.
R. T. TAYLOR, Trainmaster.
F. E. POTTER, Chief Dispatcher.

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 "

ELEVENTH SUB-DIVISION
Distance from Deerwood.

Ceedee Spur	4.0 Miles.

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.

SECOND SUB-DIVISION.

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

TENTH SUB-DIVISION.

Ore Lands	All Tracks	East End.

THIRD SUB-DIVISION.

Station	Track	Location
Bald Eagle	Wye Track	East End.
Garen	Siding	West End.
Stacy	House Track	West End.
Pricsland	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.

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). Brainerd Passenger Station (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. B. LEAHY, Cor. Snelling and University Aves.

SPECIALISTS

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

St. Paul 4th. Street Yard Office (s).
St. Paul Mississippi St. (s).
St. Paul Como Shops (s).
St. Paul Fourth Street Freight Station (s).
DR. A. A. LAW, 420 Syndicate Bldg., Minneapolis.
DR. J. H. RISHMILLER, 409 Pillsbury Bldg., Minneapolis.
DR. I. C. MCDONALD, 601 Syndicate Bldg., Minneapolis.
E. Minneapolis (s).
Minneapolis Car Foreman's Office (s).
Minneapolis Tool Car (s).
Minneapolis Northtown Transfer (s).
Gloster Shops (s).
DR. 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., (s).
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. 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 employes or passengers. In cases of sickness it is the intention to limit medical service to the locality or town where a surgeon resides, unless some urgent necessity exists, for which distinct official authority must be had in accordance with established regulations.

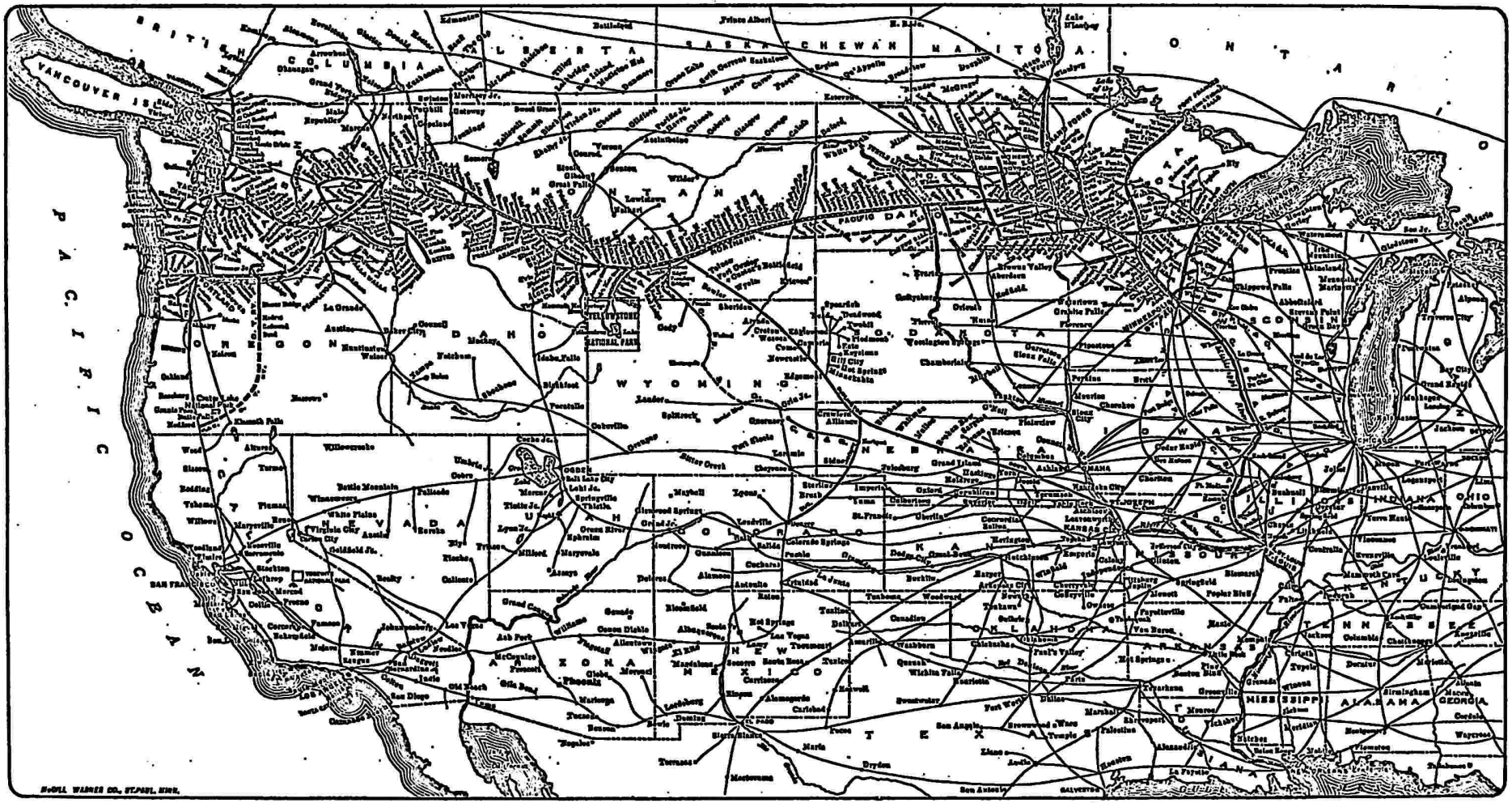
RAILWAY OFFICIALS are required to call on the nearest authorized surgeons whenever practicable, when surgical or medical services are needed. When such are accessible, the Association will not be responsible for bills for medical services rendered by any other physician. In the event of a sudden emergency, arising from accident, if necessary proper surgical aid should be procured until the arrival of a regularly appointed surgeon, when the case should be placed in his charge, and in no case should the service of any but an authorized company surgeon be continued at the expense of the Railway Company or of the Association after such surgeon is able to assume charge of the case.

BOARD AND NURSING are furnished only at our own hospital. We are not responsible for bills incurred elsewhere unless specially authorized or approved by the Chief Surgeon, and then only in critical cases of injury or illness occurring in the discharge of duty.

TONNAGE RATING FREIGHT ENGINES.

	CLASS OF ENGINES.											
	C 20		E 3 D 2-3		D 5 and S 10		R & P 8		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 Zebulon, 2nd S-d.	500	12	700	16	800	18	1000	23	1150	26	1500	30
Zebulon 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 he 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 divide: 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 Zebulon and Duluth to Otter Creek via either the Second or Third Subdivisions.


BRITISH COLUMBIA
ALBERTA
SASKATCHEWAN
MANITOBA
ONTARIO
VANCOUVER IS.
PACIFIC OCEAN
WASHINGTON
OREGON
IDAHO
MONTANA
WYOMING
NEVADA
UTAH
COLORADO
ARIZONA
NEW MEXICO
NORTH DAKOTA
SOUTH DAKOTA
NEBRASKA
KANSAS
OKLAHOMA
TEXAS
MINNESOTA
IOWA
MISSOURI
ARKANSAS
LOUISIANA
WISCONSIN
ILLINOIS
MICHIGAN
INDIANA
OHIO
KENTUCKY
TENNESSEE
MISSISSIPPI
ALABAMA
GEORGIA
YELLOWSTONE NATIONAL PARK
SAN FRANCISCO
CHICAGO
MINNEAPOLIS
ST. PAUL
KANSAS CITY
DENVER
SALT LAKE CITY
PORTLAND
SEATTLE
LOS ANGELES
SAN DIEGO
PHOENIX
GALVESTON
NEW ORLEANS
HOUGH WARNER CO., ST. PAUL, MINN.