

NORTHERN PACIFIC RAILWAY COMPANY.

LAKE SUPERIOR DIVISION

TIME 41E TABLE

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

SUNDAY, OCTOBER 24th, 1915.

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

THIRD CLASS			FIRST CLASS		Water, Fuel, Scales, Turn Tables and Wyes	Station Numbers	Distance from Ashland	TIME TABLE No. 41E		Distance from Duluth	Car Capacity of Sidings	FIRST CLASS		THIRD CLASS		
733	731	729	53	51				October 24, 1915. Succeeding No. 41D.				52	54	730	732	734
Way Freight	Way Freight	Way Freight	Passenger	Passenger				STATIONS				Passenger	Passenger	Way Freight	Way Freight	Way Freight
Tue. Thur. and Sat.	Mo. We. and Fri.	Mo. We. and Fri.	Daily	Daily				Telegraph Offices and Calls				Daily	Daily	Mo. We. and Fri.	Mo. We. and Fri.	Tue. Thur. and Sat.
L 7.30AM	L 7.30AM		L 3.50PM	L 3.45AM	WC OT	0	0.0	AD.....ASHLAND.....D C. & N. W. Crossing Track Conn. 4.6	75.8	Yard	A 7.00PM	A 11.01AM		A 5.50PM	A 1.40PM	
f 7.45	f 7.45		s 4.00	s 3.55		5	4.6	ASHLAND JCT..... C. St. P. M. & O. Crossing 5.6	71.2	None	s 6.50	s 10.51		f 5.35	f 1.20	
f 8.05	f 8.05		f 4.12	f 9.07		10	10.2	MOQUAH..... 6.1	65.6	32	f 6.38	f 10.40		f 5.20	f 1.05	
f 8.25	f 8.25		f 4.25	f 9.20		16	10.3	INO..... 1.8	59.5	30	f 6.25	f 10.28		f 5.05	f 12.48	
			f 4.29	f 9.24		19	18.1	SPIDER..... 5.6	57.7		f 6.21	f 10.24				
f 8.50	f 8.50		f 4.41 732	f 9.36		24	23.7	TOPSIDE..... 4.7	52.1	30	f 6.09	f 10.13		f 4.41 53	f 12.25	
s 9.05 51-10.03	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	s 5.59	s 10.03 733-729	A 9.20AM 51	L 4.20PM	s 12.10PM 11.20AM	
f 10.15		f 10.45	f 5.00	f 9.54 54		32	32.4	MUSKEG..... 2.7	43.4	30	f 5.50	f 9.54 51	f 9.00		f 11.05	
f 10.25		f 10.55	f 5.06	f 10.00		35	35.1	PEARSON..... 1.3	40.7	15	f 5.44	f 9.46	f 8.40		f 10.50	
s 10.35 734-10.50		s 11.15	s 5.09	s 10.03		38	30.4	BX.....BRULE.....D 3.6	39.4	35	s 5.41	s 9.43	s 8.30		s 10.40 733	
			f 5.17	f 10.10		40	40.0	BELLWOOD..... 1.5	35.8	Spur	f 5.33	f 9.34				
f 11.10		f 11.35	f 5.20	f 10.13 734		41	41.5	BLUEBERRY..... 2.5	34.3	35	f 5.30	f 9.31	f 8.00		f 10.13 51	
f 11.25		f 11.55AM	s 5.25 52	s 10.18		44	44.0	MN.....MAPLE.....D 1.5	31.8	15	s 5.25 53	s 9.25	f 7.45		f 9.45	
f 11.35		f 12.05PM	f 5.29	f 10.21		45	45.5	WIEHE..... 2.6	30.3	26	f 5.20	f 9.21 734	f 7.15		f 9.21 54	
f 11.50AM		f 12.20	s 5.36	s 10.27	W	48	48.1	POPLAR..... 2.2	27.7	20	s 5.14	s 9.15	f 7.05		f 8.50	
f 12.05PM		f 12.35	s 5.43	s 10.32		50	50.3	WENTWORTH..... 3.2	25.5	23	s 5.09	s 9.09	f 6.40		f 8.30	
			f 5.52	f 10.39		53	53.5	AMNICON FALLS..... 3.2	22.3		f 5.02	f 9.04				
f 12.25		f 12.55	f 6.00	f 10.46		57	56.7	CUTTER..... 1.8	19.1	23	f 4.55	f 8.56	f 6.15		f 8.05	
			f 6.04	f 10.49		59	59.5	PARKDALE..... 3.0	17.3		f 4.51	f 8.52				
			f 6.11	f 10.55		61	61.5	ALLOUEZ..... N. W. C. and G. N. Crossings Track Conn. 1.8 Interlocked	14.3	70	f 4.45	f 8.45				
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 Track Conn. Interlocked	12.5	Yard	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 2.00PM		A 2.30PM	A 6.57PM	A 11.40AM	WCO TY	75.8	DU.....DULUTH.....DN	0.0		L 4.00PM	L 8.00AM	L 4.10AM		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	1.30	5.05
15.6	17.9	12.6	25.7	25.1			Average Speed Per Hour.....			27.1	26.9	9.7	18.9	12.4

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

REGISTERING STATIONS—Ashland, Iron River and Central Ave.

BULLETIN STATIONS—Ashland 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.

WESTWARD

FIFTH SUB-DIVISION
(WASHBURN BRANCH)

EASTWARD

SECOND CLASS		Water, Fuel, Scales, Turn Tables and Wyes	Station Numbers	Distance from Washburn.	TIME TABLE No. 41E			Distance from Iron River	Car Capacity of Sidings	SECOND CLASS	
95					October 24, 1915. Succeeding No. 41D.					96	
Mixed					STATIONS					Mixed	
Mo. We. and Fri.					Telegraph Offices and Calls					Mo. We. and Fri.	
L	2.00PM	WCY	WD 34	0.0	WASHBURN..... 3.5	34.0	40	A	12.08PM		
f	2.12		WD 31	3.5	ENGAGE..... 6.3	30.5		f	11.56AM		
f	2.34		WD 24	9.8	ENDERLINE..... 4.4	24.2	28	f	11.35		
f	2.49		WD 20	14.2	HEAD QUARTERS..... 6.0	19.8	Spur	f	11.20		
s	3.10		WD 14	20.2	LENAWEE..... 3.6	13.8	45	s	11.00		
f	3.23		WD 10	23.8	CODA..... 2.0	10.2	30	f	10.48		
f	3.30		WD 8	25.8	SLOW BRIDGE..... 3.9	8.2	Spur	f	10.41		
f	3.44		WD 4	29.7	BENA..... 4.3	4.3	39	f	10.28		
A	4.00PM	WY	28	34.0	RV.....IRON RIVER.....D	0.0		L	10.10AM		
Mo. We. and Fri.								Mo. We. and Fri.			
2.00		.....	.....	.....	.....Time Over Sub-division.....	.....	.....	1.58			
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.

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				Water, Fuel, Scales, Turn Tables and Ways	Station Numbers	Distance from Duluth	TIME TABLE No. 41E		Distance from Staples	Car Capacity of Sidings	FIRST CLASS				THIRD CLASS								
727	723	623	625		65	63	57				55	October 24, 1915. Succeeding No. 41D.			56	58	64	66		624	728						
Way Freight	Way Freight	Freight	Freight		Passenger	Passenger	Passenger				Passenger	STATIONS			Passenger	Passenger	Passenger	Passenger		Freight	Way Freight						
Ex. Sun.	Ex. Sun.	Daily	Daily		Daily	Daily	Daily				Daily	Telegraph Offices and Calls			Daily	Daily	Daily	Daily		Daily	Ex. Sun.						
	L 4.00AM	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	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 5.45AM 60	L 9.50PM	L 7.10PM 64		L 11.50PM	L 2.35PM	L 8.00PM	L 8.20AM	WY	67	8.3	AJ.....	CENTRAL AVE. G. N. Crossing	DN	139.2	800	A s	6.10PM	A s	7.47AM	A	6.43PM 625	A s	6.45AM 723			
													Track Connection	2.4	Interlocked												
	5.58	9.56	7.16		11.56PM	2.39	f 8.06	f 8.25		69	10.7		POKEGAMA 5.0		136.8	42	f	6.04	f	7.41		6.39	5.39				
	6.15	10.15	7.30		12.08AM	2.46	f 8.18	f 8.35		74	15.7		ANTON.....		131.8	44	f	5.54	f	7.31		6.31	5.28				
	6.24	10.30	7.42		12.15	2.51	8.24	8.41		78	18.4		STATE LINE G. N. Crossing	Interlocked	129.1			5.49		7.26		6.27	5.22				
	6.32	10.36	7.50		12.19	2.54	f 8.28	f 8.45		79	20.1		BARKER.....		127.4	42	f	5.46	f	7.23		6.24	5.18				
	6.44	10.50	8.05		f 12.26	3.00	s 8.36	s 8.52		82	23.1	WQ.....	WRENSHALL.....	DN	124.4	80	s	5.41	s	7.18		6.19	f 5.11				
L 7.30AM 58	A 7.00AM 55	11.30	A 8.20PM 57		A 12.38AM	A 3.08PM	s 8.47 8.52 625	s 9.03	WY OC	86	27.5	UN.....	CARLTON.....	DN	120.0		s	5.33	s	7.10 727 723	L 6.12PM	L 5.01AM			A 12.40AM	A 4.00PM	
													Track Connection	4.0	Interlocked												
f 7.50		11.50PM					f 9.03	f 9.13		91	32.4	.....	IVERSON.....		115.1	80	f	5.19	f	6.58					12.25	f 3.45	
s 8.20		12.10AM 624					s 9.14	s 9.22	Y	96	37.2	SA.....	ZEBULON.....	D	110.3	80	s	5.10	s	6.49					12.10AM 623	s 3.30	
f 8.40		12.30					f 9.28	f 9.34		102	43.7	.....	CORONA.....		103.8	75	f	4.58	f	6.36					11.50PM	f 3.00	
s 9.00		12.45					s 9.40	s 9.44	W	108	49.1	CM.....	CROMWELL.....	DN	98.4	75	s	4.48	s	6.25					11.30	s 2.40	
s 9.25		1.00					s 9.52	s 9.56		114	55.2	WT.....	WRIGHT.....	D	92.8	80	s	4.36	s	6.13					11.10	s 2.15	
s 9.50		1.15					s 10.04	s 10.08		120	61.3	TK.....	TAMARACK.....	D	86.2	75	s	4.24	s	6.01					10.50	s 1.45	
f 10.16 55		1.23					f 10.12	f 10.16 727		125	65.3	.....	GRAYLING.....		82.2	80	f	4.16	f	5.53					10.35	f 1.20	
s 10.40 11.10		2.00					s 10.23 624	s 10.26	YWC	129	70.5	MQ.....	MCGREGOR.....	DN	77.0	E 75 W 75	s	4.06	s	5.43					10.23 9.50 57	s 1.00 s 12.10PM	
													Track Connection	4.0	Interlocked												
f 11.25		2.15					f 10.31	f 10.34		133	74.5	.....	LANSFORD.....		73.0	75	f	3.58	f	5.34					9.35	f 11.59AM	
s 11.40AM 728		2.30					f 10.41	s 10.43		138	79.3	K.....	KIMBERLY.....	D	68.2	80	s	3.49	f	5.25					9.20	s 11.40 727	
f 12.05PM		2.45					f 10.53	f 10.54		144	85.1	.....	ROSSBURG.....		62.4	80	f	3.38	f	5.14					9.05	f 11.25	
s 12.45		3.10					s 11.06	s 11.06 728	W	150	91.1	KN.....	AITKIN.....	DN	56.4	E 80 W 80	s	3.27	s	5.03					8.25	s 11.06 55	
f 1.00		3.25					f 11.16	f 11.15		155	95.0	.....	CEDAR LAKE Soo Line Connection		51.6	80	f	3.17	f	4.53					7.58	f 10.25	
s 1.30		4.00					s 11.28	s 11.26		160	101.5	DO.....	DEERWOOD.....	DN	46.0	80	s	3.06	s	4.43					7.40	s 10.10	
f 1.45		4.34 58					f 11.36	f 11.34	W	165	105.5	.....	KLONDYKE.....		42.0	80	f	2.58	f	4.34 623					7.25	f 9.55	
f 2.05		4.55					f 11.47PM	f 11.44		170	111.0	.....	LOERCH.....		36.6	80	f	2.48	f	4.24					7.00	f 9.40	
s 2.30 2.55 56		5.15 5.45					s 12.02AM 12.15	s 11.58AM 12.05PM	WCO TY	177	118.2	B.....	BRainerd M. & L. Connection	DN	29.3	E 95 W 95	s	2.35 2.27 727	s	4.10 4.00					6.35 6.05	s 9.20 8.50	
f 3.10		5.59					f 12.24	f 12.13		181	122.6	.....	BAXTER.....		24.0	74	f	2.19	f	3.51					5.50	f 8.40	
f 3.25		6.20					f 12.36	f 12.23		187	128.2	.....	SYLVAN.....		19.3	65	f	2.08	f	3.42					5.30	f 8.25	
s 3.40		6.32					s 12.43	s 12.29		191	131.6	PG.....	PILLAGER.....	D	15.9	74	s	2.01	s	3.36					5.05	s 8.15	
f 3.55		6.50					f 12.53	f 12.38		196	136.6	.....	WHEELLOCK.....		10.9	60	f	1.53	f	3.28					4.45	f 7.50	
s 4.10		7.03					s 1.00	s 12.45	W	199	140.3	MO.....	MOTLEY.....	DN	7.2	E 70 W 74	s	1.48	s	3.22					4.30	s 7.40	
f 4.20 624		7.18 728					f 1.08	f 12.53		203	144.4	.....	HAYDEN.....		3.1	75	f	1.40	f	3.15					4.20 727	f 7.18 623	
A 4.30PM		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.	Ex. Sun.	Daily	Daily		Daily	Daily	Daily	Daily									Daily	Daily	Daily	Daily				Daily	Ex. Sun.		
8.05	1.15	9.10	1.10		0.48	0.33	4.57	4.33									4.27	4.27	0.31	0.44				7.27	7.40		
14.8	15.4	15.1	16.4		24.0	34.9	28.1	30.5									31.2	31.2	37.6	26.5				16.1	15.6		

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 7.
YARD LIMITS—Central Ave., Carlton, McGregor, Aitkin, Brainerd and Staples.
AUTOMATIC 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.
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)

THIRD CLASS			SECOND CLASS		Water, Fuel, Seals, Turn Tables and Ways	Car Capacity of Siding	Distance from Duluth	TIME TABLE No. 41E		Distance from White Bear	Station Numbers	FIRST CLASS											
725	723	721	627	625				October 24, 1915. Succeeding No. 41D.				61	63	65	67	71	79						
Way Freight	Way Freight	Way Freight	Freight	Freight				STATIONS				Passenger	Passenger	Passenger	Passenger	Passenger	Passenger						
Ex. Sun.	Ex. Sun.	Ex. Sun.	Daily	Daily				Telegraph Offices and Calls				Ex. Sun.	Daily	Daily	Ex. Sun.	Daily	Sat. & Sun.						
			L 7.45PM		WCY		0.0	DN.....DULUTH.....DU	140.4	WB	L 9.00AM	L 1.56PM	L 11.10PM		L 5.15PM								
								5.5															

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

Via Superior and 2nd Sub-division	L 8.10PM	WY	5.5	WEST DULUTH JCT.....	134.9	L 5	L 9.20AM	Via Superior and 2nd Sub-division	Via Superior and 2nd Sub-division	L 6.33PM											
	8.20	30	7.7	SMITHVILLE.....	132.7	L 8	f 9.26			f 5.37											
	8.32	42	11.3	SHORT LINE PARK.....	129.1	L 11	f 9.35			s 5.45											
	8.55	54	10.1	BROWNELL.....	124.3	L 10	f 9.46			f 5.54											
	9.05	30	10.3	THOMSON.....	121.1	L 10	s 9.53			s 6.00											
L 8.00AM	9.10 9.50	WCO Y	20.9	DN.....CARLTON.....UN 2nd Sub-div. and G. N. Crossing Interlocked	119.5	80	s 10.00 026-72	L 3.08PM 724	L 12.38AM	As 6.05PM											
f 8.25	10.05		53	OTTER CREEK.....	113.5	L 20	10.12	3.17	12.53												
			10	ATKINSON.....	112.0	L 28	f 10.15		f 12.57												
s 9.05 620	10.20		107	D.....MAHTOWA.....MA	107.7	L 33	s 10.24	3.25	f 1.08												
s 9.40	10.32		65	D.....BARNUM.....BM	101.7	L 39	s 10.36	3.34	f 1.23												
s 10.00 11.40AM 01-724	10.55	W	80	DN.....MOOSE LAKE.....MU	97.2	L 43	s 10.45 723	s 3.41	s 1.34												
s 12.21PM 63	11.15		80	D.....STURGEON LAKE.....SG	91.2	L 49	s 10.57 724	3.50	f 1.49 628												
s 12.50	11.25		95	D.....WILLOW RIVER.....WR	88.7	L 54	s 11.06	3.56	f 2.00												
f 1.15	11.34		60	RUTLEDGE.....	82.8	L 58	s 11.13	4.02	s 2.10												
s 1.50	11.48		80	D.....FINLAYSON.....FY	77.7	L 62	s 11.22	4.09	f 2.23												
s 2.13	11.59PM	YW	60	DN.....GRONINGEN.....MR	74.3	L 66	s 11.28	4.14	s 2.31												
f 2.35	12.08AM		100	FRIESLAND.....	69.6	L 71	s 11.38 62	4.21	f 2.43												
A 3.00PM	L 7.00AM	WCT Y	130	DN.....HINCKLEY.....HN G. N. Crossing Interlocked	64.8	L 76	s 11.48 11.58AM	s 4.29	s 2.55 66												
			10	MISSION CREEK.....	61.6	L 79	f 12.05PM		f 3.18												
	f 7.20		80	BEROUN.....	57.5	L 83	f 12.14	4.40 64	f 3.28												
s 7.42	1.38	W	76	DN.....PINE CITY.....J	51.7	L 89	s 12.26	s 4.48	s 3.42												
s 8.00	1.57 60		80	D.....ROCK CREEK.....RK	47.0	L 94	s 12.35	4.56	s 3.53												
s 8.20AM 1.15PM 722-61-62	2.15	WYO E 51 W 80	98.5	DN.....RUSH CITY.....RC	41.9	L 99	s 12.45 721-722	s 5.03	s 4.05												
s 1.40	2.37		78	D.....HARRIS.....HA	35.0	L 106	s 1.09	5.13	f 4.21 626												
s 2.00 2.20	2.53	W	155	D.....NORTH BRANCH.....CH	29.9	L 111	s 1.19	s 5.21	f 4.33												
s 2.45	3.15		80	D.....STACY.....CA	22.3	L 119	s 1.34	5.32	f 4.51												
L 5.10PM	s 3.05 3.40	WY E 80 W 80	122.6	DN.....WYOMING.....WI	17.8	L 123	s 1.43	f 5.39	s 5.02	L 7.30AM											
s 5.25	f 4.13		78	D.....FOREST LAKE.....ST	13.6	L 127	s 1.52	f 5.46	f 5.12	s 7.38											
s 5.50	f 4.35		80	D.....HUGO.....VN	5.2	L 135	s 2.08	6.00	f 5.32	s 7.54											
s 6.00	f 4.45		139.4	D.....BALD EAGLE.....JN Track Conn. See Line Crossing Interlocked	1.0	L 140	s 2.16	6.07	s 5.42	s 8.02											
A 6.05PM 63-68	As 4.50PM	WCO T	140.4	DN.....WHITE BEAR.....WB	0.0	L 141	As 2.18PM 78	As 6.10PM 68-725	As 5.45AM	As 8.05AM											
Ex. Sun.	Ex. Sun.	Ex. Sun.	Daily	Daily			Ex. Sun.	Daily	Daily	Ex. Sun.	Daily	Sat. & Sun.									
0.55	5.20	4.00	7.35	6.35			4.38	3.02	4.52	0.35	0.32	0.37									
19.4	10.3	16.2	17.7	18.1			29.1	39.4	24.5	30.5	28.8	28.8									

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

AUTOMATIC BLOCK SIGNALS BETWEEN WHITE BEAR AND WEST DULUTH JUNCTION.

REGISTERING STATIONS—White Bear, Wyoming, Hinckley, Carlton, West Duluth.
BULLETIN STATIONS—White Bear, Hinckley, Carlton and Duluth.
STANDARD CLOCKS—White Bear, Hinckley, Carlton, Rice's Point and Chief Dispatcher's
Office, Duluth.DERAIL SWITCHES—See Page 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 Gareau Siding.
No. 64 will take siding at Beroun for No. 63. See footnotes on page 4.

This Train Runs Saturday and Sunday 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 ex. Sun.
Lv. " " " " " "	Lv. " " " " " "	Ar. " " " " " "	9.03 A. M. Daily ex. Sun.
Lv. " " " " " "	Lv. " " " " " "	Ar. " " " " " "	9.43 A. M. Sunday only.
Lv. " " " " " "	Lv. " " " " " "	Ar. " " " " " "	2.30 P. M. Daily ex. Sat. & Sun.
Lv. " " " " " "	Lv. " " " " " "	Ar. " " " " " "	5.22 P. M. Daily ex. Sat. & Sun.
Lv. " " " " " "	Lv. " " " " " "	Ar. " " " " " "	6.46 P. M. Daily ex. Sun.

THIRD SUB-DIVISION (MAIN LINE)

EASTWARD

FIRST CLASS

TIME TABLE No. 41E

October 24, 1915.
Succeeding No. 41D.

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

Ex. Sun.

726

Way Freight

Ex. Sun.

140.4

WB 71

A 4.30AM

140.4

WB 71

A 5.00PM

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

NOTES
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 ex. Sun.
Lv. " " 9.00 A. M. Lv. " " 9.03 A. M. Ar. " " 9.06 A. M. Daily ex. Sun.
Lv. " " 9.36 A. M. Lv. " " 9.40 A. M. Ar. " " 9.43 A. M. Sunday only.
Lv. " " 2.23 P. M. Lv. " " 2.27 P. M. Ar. " " 2.30 P. M. Daily ex. Sat. and Sun.
Lv. " " 5.15 P. M. Lv. " " 5.19 P. M. Ar. " " 5.22 P. M. Daily ex. Sat. and Sun.
Lv. " " 6.40 P. M. Lv. " " 6.43 P. M. Ar. " " 6.46 P. M. Daily ex. Sun.

This Train runs Saturday and Sunday Only.

This Train runs Saturday and Sunday Only.	A 10.35AM		Via 2d Sub-division and Superior	Via 2d Sub-division and Superior	A 1.47PM	WY		5.5	WEST DULUTH JCT.....	134.9	L 5A	3.55AM	A 1.60AM	A 11.20AM		A 4.35PM	
	f 10.30				f 1.42	30	7.7	SMITHVILLE.....	132.7	L 8	3.46	1.42	11.10		f 4.25		
	f 10.22				f 1.36	42	11.3	SHORT LINE PARK.....	129.1	L 11	3.37	1.32	10.55		f 3.55		
	f 10.14				f 1.27	49	16.1	BROWNELL.....	124.3	L 16	3.25	1.20	10.35		f 3.30		
	s 10.08				f 1.21	36	19.3	THOMSON.....	121.1	L 10	3.15	1.05	10.25		f 3.10		
	L 10.05AM		A 5.00AM	A 6.12PM	s 1.18	WCO Y		20.9	DN.....CARLTON.....UN	119.5	86	3.10	L 1.00AM	7210.20		63 3.00	
	61-626								2nd Sub-div. and G. N. Crossing Interlocked					61 9.55		s 2.10	
			4.47	6.03	1.06		53	26.9	OTTER CREEK.....	113.5	L 26	2.55		9.25		f 1.40	
			f 4.44		f 1.03		10	28.4	ATKINSON.....	112.0	L 28					f 1.35	
			f 4.34	5.55	s 12.54		107	32.7	D.....MAHTOWA.....MA	107.7	L 33	2.38		9.05		s 1.15	
			f 4.20	5.46	s 12.42		05	38.7	D.....BARNUM.....BM	101.7	L 39	2.20		8.45		s 12.42PM	
			s 4.10	s 5.39	s 12.33	W	80	43.2	DN.....MOOSE LAKE.....MU	97.2	L 43	2.05		8.30		s 11.50AM	
			f 3.56	5.30	s 12.21		80	49.2	D.....STURGEON LAKE.....SQ	91.2	L 49	1.49		8.09		s 10.57	
			f 3.46	5.23	s 12.12		95	53.7	D.....WILLOW RIVER.....WR	88.7	L 54	1.30		7.56		s 10.25	
			s 3.37	5.17	s 12.04PM		60	57.6	RUTLEDGE.....	82.8	L 58	1.15		7.45		f 10.00	
			f 3.25	5.10	s 11.54AM		80	62.7	D.....FINLAYSON.....FY	77.7	L 62	1.00		7.30		s 9.40	
			s 3.17	5.05	s 11.47	YW	60	66.1	DN.....GRONINGEN.....MR	74.3	L 66	12.50		7.20		s 9.10	
			f 3.06	4.58	s 11.38		100	70.8	FRIESLAND.....	69.6	L 71	12.35		7.05		f 8.50	
			s 2.55	s 4.51	s 11.29	WCT Y	130	75.6	DN.....HINCKLEY.....HN	64.8	L 76	12.20		6.45	A 3.30PM	L 8.30AM	
			2.40		11.19				G. N. Crossing			12.05AM		6.15			
			f 2.32		f 11.13		10	78.8	Track Connection			625-627					
			f 2.22	4.40	s 11.05		80	82.0	MISSION CREEK.....	61.0	L 79						
			s 2.08	s 4.29	s 10.54	W	76	88.7	BEROUN.....	57.5	L 83	11.50PM		5.55	f 2.55		
			f 1.57	4.21	s 10.45		80	93.4	PINE CITY.....J	51.7	L 89	11.37		5.40	s 2.20		
		s 1.45	s 4.12	s 10.35	WYO E 51 W 80	98.5	105.4	ROCK CREEK.....RK	47.0	L 94	11.25		5.20	s 1.55			
		f 1.29	4.00	s 10.22		78	105.4	RUSH CITY.....RC	41.9	L 99	11.13		5.00	s 1.30			
		f 1.17	s 3.51	s 10.13	W	155	110.5	HARRIS.....HA	35.0	L 106	10.58		4.21	s 12.25PM			
		f 1.00	3.38	s 10.00		80	118.1	NORTH BRANCH.....CH	29.9	L 111	10.45		4.02	s 11.55AM			
								STACY.....CA	22.3	L 119	10.25		3.42	s 10.55			
A 3.00PM		A 6.45PM	s 12.50	f 3.30	s 9.52	WY E 80 W 80	122.6	126.8	DN.....WYOMING.....WI	17.8	L 123	10.15		3.30	s 10.30		A 9.35AM
s 2.53		s 6.38	f 12.41	f 3.23	s 9.45		78	126.8	FOREST LAKE.....ST	13.6	L 127	10.03		3.00	s 9.45		9.25
s 2.36		s 6.21	f 12.22	s 9.31		80	135.2	HUGO.....VN	5.2	L 135	9.43		2.25	s 9.15		9.05	
s 2.26		s 6.14	f 12.13	s 9.24		139.4	140.4	DN.....BALD EAGLE.....JN	1.0	L 140	9.33		2.10	s 8.55		8.50	
L 2.23PM		L 6.12PM	L 12.10AM	L 3.00PM	L 9.22AM	WCO T			Track Conn. Soo Line Crossing Interlocked								
61		63-725						WHITE BEAR.....WB	0.0	L 141	L 9.30PM		L 2.05AM	L 8.50AM		L 8.45AM	
Sat., Sun.	Daily	Ex. Sun.	Daily	Daily	Ex. Sun.							Daily	Daily	Daily	Ex. Sun.	Ex. Sun.	Ex. Sun.
0.37	0.30	0.33	4.35	3.12	4.15				Time Over Sub-division			6.25	0.50	8.20	5.25	6.40	0.50
28.8	30.8	32.3	26.0	37.3	31.7				Average Speed per Hour			21.0	18.4	16.1	11.9	10.5	21.3

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

AUTOMATIC BLOCK SIGNALS BETWEEN WHITE BEAR AND WEST DULUTH JUNCTION.

Freight trains, Eastward, must run from Brownell to Smithville at a speed not to exceed any one mile in two minutes and thirty seconds, and must use not less than twelve (12) minutes, Brownell to Short Line Park, and nine (9) minutes, Short Line Park to Smithville. The speed restriction does not apply to light engines nor to engines running with cabooses only. Passenger trains will wait 20 minutes at White Bear for connections. Double track switch at West Duluth Junction will be kept set for eastward track.

All eastward trains will come to a full stop at double track switch at West Duluth Junction and will know that track is not obstructed by trains crossing over to Grassy Point Line or to Fond du Lac branch. Maximum speed of passenger trains is one minute or sixty seconds per mile. This limit must never be exceeded. Third subdivision main line trains will register and receive clearance and orders at West Duluth.

On Sundays, Nos. 63 and 64 will stop on flag at Harris and Barnum. No. 61 will wait at Carlton for Second Subdivision No. 53. No. 64 will take siding at Beroun for No. 63. Nos. 63 and 64 will register at Wyoming by ticket. See foot notes on page 3.

WESTWARD					SIXTH SUB-DIVISION (CLOQUET BRANCH)										EASTWARD					WESTWARD					SEVENTH SUB-DIVISION (MILLER BRANCH)										EASTWARD				
SECOND CLASS					FIRST CLASS					Water, Fuel, Scales, Turn Tables and Wyes	Station Numbers	Distance from Carlton	TIME TABLE No. 41E October 24, 1915 Succeeding No. 41D.					Distance from Cloquet	Car Capacity of Siding	FIRST CLASS			SECOND CLASS		THIRD CLASS			Water, Fuel, Scales, Turn Tables and Wyes	Station Numbers	Distance from Quarry	TIME TABLE No. 41E October 24, 1915 Succeeding No. 41D.					Distance from Groningen	Car Capacity of Siding	THIRD CLASS	
99	97	73	71	75	72	74	92	98	100				735	736																									
Mixed	Mixed	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Mixed	Mixed				Way Freight	Way Freight																									
Ex. Sun.	Ex. Sun.	Daily	Daily	Ex. Sun.	Daily	Ex. Sun.	Daily	Ex. Sun.	Ex. Sun.				Tue. Thur. and Sat.	Tue. Thur. and Sat.																									
L 3.15PM 74	L 8.00AM	L 9.15AM 98	L 6.15PM	L 1.25PM	WC OY	80	0.0	DN.....CARLTON.....UN 3.1	5.8	A 9.55AM	A 3.00PM 99	A 7.00PM	A 8.55AM 73	A 5.10PM	L 10.00AM 730	L 72	0.0	QUARRY..... 1.3	4.3	A 9.55AM 735																			
s 3.30	s 8.15	s 9.27	s 6.27	s 1.37	LC 4	3.1	SCANLON..... 2.7	2.7	s 9.45	s 2.48	s 6.47	s 8.40	s 4.58	f 10.15	L 69	1.3	GOVERNMENT ROAD CR'G 3.0	3.0	f 9.40																				
A 3.45PM	A 8.25AM 98	A 9.35AM 72	A 6.40PM 92	A 1.45PM	WO	LC 7	5.8	D.....CLOQUET.....CQ	0.0	L 9.35AM 73	L 2.40PM	L 6.42PM 71	L 8.35AM 97	L 4.50PM	A 10.30AM	WY	L 66	4.3	DN.....GRONINGEN.....MR	0.0	L 9.25AM																		
Ex. Sun.	Ex. Sun.	Daily	Daily	Ex. Sun.						Daily	Ex. Sun.	Daily	Ex. Sun.	Ex. Sun.	Tue. Thur. and Sat.					Tue. Thur. and Sat.																			
0.30	0.25	0.20	0.20	0.20				Time Over Sub-division		0.20	0.20	0.20	0.20	0.20	0.30			Time Over Sub-division		0.20																			
11.6	13.9	17.4	17.4	17.4				Average Speed per Hour		17.4	17.4	17.4	17.4	17.4	8.6			Average Speed per Hour		8.6																			
EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.																																							
REGISTERING STATIONS—Carlton and Cloquet.—No. 97 has right over No. 98, 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.																																							

WESTWARD					SEVENTH SUB-DIVISION (MILLER BRANCH)										EASTWARD				
THIRD CLASS					Water, Fuel, Scales, Turn Tables and Wyes	Station Numbers	Distance from Quarry	TIME TABLE No. 41E October 24, 1915 Succeeding No. 41D.					Distance from Groningen	Car Capacity of Siding	THIRD CLASS				
735	736																		
Way Freight	Way Freight																		
Tue. Thur. and Sat.	Tue. Thur. and Sat.																		
L 10.00AM 730	L 72	0.0	QUARRY..... 1.3	4.3	A 9.55AM 735														
f 10.15	L 69	1.3	GOVERNMENT ROAD CR'G 3.0	3.0	f 9.40														
A 10.30AM	WY	L 66	4.3	DN.....GRONINGEN.....MR	0.0	L 9.25AM													
Tue. Thur. and Sat.					Tue. Thur. and Sat.														
0.30			Time Over Sub-division		0.20														
8.6			Average Speed per Hour		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.																			

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

REGISTERING STATIONS—Carlton and Cloquet.—No. 97 has right over No. 98, 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.

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		Water, Fuel, Scales, Turn Tables and Wyes	Station Numbers	Distance from Grantsburg	TIME TABLE No. 41E October 24, 1915 Succeeding No. 41D.		Distance from Rush City	Car Capacity of Siding	SECOND CLASS		Water, Fuel, Scales, Turn Tables and Wyes	Station Numbers	Distance from Taylors Falls	THIRD CLASS		Distance from Wyoming	Car Capacity of Siding	FIRST CLASS				THIRD CLASS	
101	October 24, 1915 Succeeding No. 41D.				102	725			Way Freight	79				77	67			68	76	78	726		
Mixed	STATIONS				Mixed	Ex. Sun.			Passenger	Passenger				Passenger	Passenger			Passenger	Passenger	Passenger	Way Freight		
Ex. Sun.	Telegraph Offices and Calls				Ex. Sun.	Ex. Sun.			Sat. and Sun. only	Ex. Sun.				Ex. Sun.	Ex. Sun.			Ex. Sun.	Ex. Sun.	Sat. and Sun. only	Ex. Sun.		
L 11.55AM	T	LE17	0.0	D.....GRANTSBURG.....G 6.5	17.0	40	A 11.20AM	L 3.10PM 720	L 3.55PM 78	L 12.10 PM	L 6.25AM	WT	0.0	TAYLORS FALLS YARD.... 0.7	20.2	A 7.40PM	A 10.55AM	A 3.50PM 79	A 3.00PM 725				
f 12.13PM		LE11	6.5	LIND SPUR... .. 3.8	10.5		s 11.05	s 3.15	s 4.00	s 12.15	s 6.35	LF21	0.7	D.....TAYLORS FALLS.....FA 2.4	19.5	10	s 7.35	s 10.50	s 3.45	s 2.55			
s 12.24		LE 7	10.2	BENSON..... 1.6	6.7	18	s 10.56	s 3.39 78	f 4.10	f 12.26	f 6.45	LF17	3.1	FRANCONIA..... 3.1	17.1	30	f 7.27	f 10.40	f 3.39 725	s 2.45			
s 12.29		LE 5	11.9	ST. CROIX RIVER..... 5.1	5.1	6	s 10.52	s 3.55	s 4.16	s 12.35	s 6.53	LF14	6.2	D.....SHAFERS .....SF 3.4	14.0	22	s 7.18	s 10.31	s 3.32	s 2.35			
A 12.45PM	WYOL	99	17.0	DN....RUSH CITY....RC	0.0	120	L 10.40AM	s 4.22 79	s 4.22 725	s 12.45	s 7.01	LF10	9.6	D.....CENTRE CITY.....CN 1.7	10.6	14	s 7.10	s 10.23	s 3.24	s 2.20			
								s 4.30	s 4.26	s 12.51	s 7.07	LF 9	11.3	D.....LINDSTROM.....MC 2.6	8.9	50	s 7.05	s 10.17	s 3.20	s 2.15			
								s 4.46	s 4.32	s 1.00	s 7.15	LF 6	13.9	D.....CHISAGO CITY.....GO 6.3	6.3	42	s 6.59	s 10.10	s 3.14	s 2.00			
Ex. Sun.							Ex. Sun.	A 5.05PM	A 4.45PM	A 1.15 PM 726	A 7.30AM	WY	L 123	20.2	DN....WYOMING....WI	0.0	120	L 6.45PM	L 9.55AM	L 3.00PM	L 1.45PM 77		
0.50				Time Over Sub-division			0.40	Ex. Sun.		Sat. and Sun. only	Ex. Sun.							Ex. Sun.	Ex. Sun.	Sat. and Sun. only	Ex. Sun.		
30.4				Average Speed per Hour			25.5	1.55	0.50	1.05	1.05				Time Over Sub-division			0.55	1.00	0.50	1.15		
								10.4	24.2	18.6	18.6				Average Speed per Hour			22.0	20.2	24.2	16.0		
EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.																							
REGISTERING STATIONS—Rush City and Grantsburg. Branch trains will protect themselves by flag against Main Line trains at Westward "Y" at Rush City.																							

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.																					
REGISTERING STATIONS—Wyoming and Taylors Falls. Passenger trains will stop on flag at Russell Beach.											Yard Limits—Taylors Falls.										

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

REGISTERING STATIONS—Rush City and Grantsburg.

Branch trains will protect themselves by flag against Main Line trains at Westward "Y" at Rush City.

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

REGISTERING STATIONS—Wyoming and Taylors Falls.

Passenger trains will stop on flag at Russell Beach.

Yard Limits—Taylors Falls.

WESTWARD					TENTH SUB-DIVISION (CUYUNA NORTHERN RAILWAY)					EASTWARD				
		Water, Fuel, Scales, Turn Tables and Wyes	Station Numbers	Distance from Deerwood	TIME TABLE No. 41E October 24, 1915 Succeeding No. 41D.					Distance from Orland	Car Capacity of Siding			
					STATIONS									
					Telegraph Offices and Calls									
			160	0.0	DN.....DEERWOOD... ..DO 3.8					3.8				
			LJ - 4	3.8	ORELAND.....					0.0				
					Time Over Sub-division									
					Average Speed per Hour									

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

WESTWARD

ELEVENTH SUB-DIVISION
(CUYUNA NORTHERN RAILWAY)

EASTWARD

THIRD CLASS				Water, Fuel, Scales, Turn Tables and Wyes	Station Number.	Distance from Deerwood.	TIME TABLE No. 41-E		Distance from C. M. L. Mine.	Car Capacity of Siding.	THIRD CLASS			
737							October 24, 1915.				738			
Way Freight							Succeeding No. 41-D.				Way Freight			
Ex. Sun.							STATIONS				Ex. Sun.			
Telegraph Offices and Calls														
			L 7.30AM		100	0.0	DN.....DEERWOOD.....DO	3.0	5.5			A 11.00AM		
			A 7.45AM	LK 4	3.9	IRONTON.....	Soo Line 0.7 Track Connection	1.6				L 10.45AM		
					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						
			0.15				Time Over Sub-division					0.15		
			15.6				Average Speed per Hour					15.6		

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

SPECIAL RULES GOVERNING TRAINS ON THE ELEVENTH SUB-DIVISION.

Nos. 737 and 738 will carry passengers between Deerwood and Ironton.
No. 737 has right over No. 738.
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.

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.
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.
Trains will not exceed thirty-five miles per hour passing over Interlocking Plant territory.

WESTWARD

TWELFTH SUB-DIVISION
(DEEBEE SPUR)

EASTWARD

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

WESTWARD

THIRTEENTH SUB-DIVISION
(WILCOX SPUR)

EASTWARD

					Water, Fuel, Scales, Turn Tables and Wyes	Station Numbers	Distance from Loerch	TIME TABLE No. 41-E		Distance from Woodrow	Car Capacity of Siding				
								October 24, 1915. Succeeding No. 41-D.							
								STATIONS							
								Telegraph Offices and Calls							
							0.0	LOERCH.....		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	SECOND SUB-DIVISION
Distance from Ashland.	Distance from Duluth.
Ledine Spur.....14.8 Miles.	Carnegie Spur.....13.1 Miles.
Fox Spur.....43.3 "	Zenith Gravel Spur.....30.2 "
THIRD SUB-DIVISION	EIGHTH SUB-DIVISION
Distance from Duluth.	Distance from Rush City.
Power Co. Spur.....17.0 Miles.	Rungron's Spur.....8.0 Miles.
Garen Siding.....130.7 "	Clayfield.....9.2 "
ELEVENTH SUB-DIVISION	Anderson's Spur.....15.0 "
Distance from Deerwood.	
Ceedee Spur.....4.0 Miles.	

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.	Iverson.....	Siding.....	East End.	Bald Eagle.....	Wye Track.....	East End.
Pearson.....	Siding.....	West End.	Iverson.....	Loading Track.....	East End.	Garen.....	Siding.....	West End.
Maple.....	Siding.....	West End.	Zebulon.....	North Siding.....	East End.	Stacy.....	House Track.....	West End.
Wiehe.....	Siding.....	East End.	McGregor.....	West Siding.....	East End.	Friesland.....	Loading Track.....	West End.
Poplar.....	Siding.....	West End.	McGregor.....	Transfer Track.....	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). Brainerd Passenger Station (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. B. LEAHY, Cor. Snelling and University Aves.	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.

SPECIALISTS

DR. A. C. HEATH, Nose and Throat, 339 Lowry Bldg., St. Paul.	DR. A. J. BRADEN, 415 Fidelity Bldg., Duluth.
DR. J. W. CHAMBERLAIN, Eye and Ear, 734 Lowry Bldg., St. Paul.	DR. C. L. HANBY, Sloan Bldg., Duluth.
DR. L. A. NELSON, Eye and Ear, 734 Lowry Bldg., St. Paul.	Duluth Yard Office at Rice's Point (s).
	Dock 2, Duluth (s).
	Dock 6, Duluth (s).
St. Paul 4th. Street Yard Office (s).	Duluth Union Depot (s).
St. Paul Mississippi St. (s).	Tool Car, Duluth (s).
St. Paul Como Shops (s).	West Duluth (s).
St. Paul Fourth Street Freight Station (s).	
DR. A. A. LAW, 420 Syndicate Bldg., Minneapolis.	DR. M. S. HOSMER, Ashland, Wis. (s).
DR. J. H. RISHMILLER, 409 Pillsbury Bldg., Minneapolis.	DR. T. R. SPEARS, Washburn, Wis.
DR. I. C. McDONALD, 601 Syndicate Bldg., Minneapolis.	DR. F. G. JOHNSON, Iron River.
E. Minneapolis (s).	DR. H. G. COLLIE, McGregor, Minn.
Minneapolis Car Foreman's Office (s).	DR. J. J. RATCLIFFE, Aitkin, Minn. (s).
Minneapolis Tool Car (s).	DR. F. H. ALLEN, Staples (s).
Minneapolis Northtown Transfer (s).	DR. C. E. LUM, Oculist and Aurist, Duluth, Minn.
Gloster Shops (s).	

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 3		T	
Maximum Train Limit....	50	Cars	65	Cars	70	Cars	80	Cars	99	Cars
Westward.	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
Zebulon to Brainerd.....	1000	23	1400	32	1600	36	2000	45	2300	52
Brainerd to Staples.....	1200	28	1800	41	2000	45	2300	52	2600	58
Duluth to Carlton, 3rd S-d.	300	7	500	11	600	14	800	18	950	21
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
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 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.

