

NORTHERN PACIFIC RAILWAY COMPANY.

LAKE SUPERIOR DIVISION

TIME 41F TABLE

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

SUNDAY, NOVEMBER 7th, 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

WESTWARD

FIFTH SUB-DIVISION
(WASHBURN BRANCH)

EASTWARD

THIRD CLASS			FIRST CLASS		Water, Fuel, Scales, Turn Tables and Wye	Station Numbers	Distance from Ashland	TIME TABLE No. 41F November 7, 1915. Succeeding No. 41E.		Distance from Duluth	Car Capacity at Duluth	FIRST CLASS		THIRD CLASS			SECOND CLASS		Water, Fuel, Scales, Turn Tables and Wye	Station Numbers	Distance from Washburn	TIME TABLE No. 41F November 7, 1915. Succeeding No. 41E.		Distance from Iron River	Car Capacity at Iron River	SECOND CLASS	
733	731	729	53	51				STATIONS				52	54	730	732	734	STATIONS					95	96				
Way Freight	Way Freight	Way Freight	Passenger	Passenger								Passenger	Passenger	Way Freight	Way Freight	Way Freight						Mixed	Mixed				
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.						Mo. We. and Fri.	Mo. We. and Fri.				
L 7.30 ^W	L 7.30 ^W		L 3.50 ^W	L 8.45 ^W			0	0.0	AD.....ASHLAND.....D	78.8	Yard	A 7.00 ^W	A 11.01 ^W		A 5.60 ^W	A 1.40 ^W					L 2.00 ^W	WD 24	0.0	WASHBURN.....D	34.0	40	A 12.08 ^W
							8	4.6	C. & N. W. Crossing Track Conn. 4.6	71.2	None		6.50	10.51		5.35	1.20					WD 24	2.8	ENOB.....D	30.8		11.56 ^W
7.45	7.45		4.00	8.55			10	10.2	ASHLAND JCT.....D	65.0	32	6.38	10.40		5.20	1.05					WD 24	9.8	ENDERLINE.....D	24.3	25	11.35	
8.05	8.05		4.12	9.07			18	16.8	C. St. P. M. & O. Crossing 8.0	59.6	30	6.25	10.28		5.05	12.48					WD 24	14.2	HEAD QUARTERS.....D	19.8	Spur	11.20	
8.25	8.25		4.25	9.20			19	18.1	MOQUAH.....D	57.7		6.21	10.24								WD 24	20.3	LENAWEE.....D	13.8	45	11.00	
			4.29	9.24			24	23.7	SPIDER.....D	53.1	30	6.09	10.13		4.41	12.25					WD 24	22.8	CODA.....D	10.2	30	10.48	
8.50	8.50		4.41	9.36			28	28.4	TOPSIDE.....D	47.4	30	5.59	10.03	A 9.20 ^W	L 4.20 ^W	12.10 ^W					WD 24	23.8	SLOW BRIDGE.....D	8.2	Spur	10.41	
9.05	9.05		4.51	9.45		YW	32	32.6	IRON RIVER.....D	43.4	30	5.50	9.54	9.00		11.05					WD 24	29.7	DENA.....D	4.3	39	10.28	
10.05		10.45	5.00	9.54			33	33.6	MUSKEG.....D	40.7	15	5.44	9.46	8.40		10.50					WD 24	34.0	IRON RIVER.....D	0.0		10.10 ^W	
10.25		10.55	5.06	10.00			38	38.4	PEARSON.....D	35.8	35	5.41	9.43	8.30		10.40											
10.35		11.15	5.09	10.03			40	40.0	1.3	34.3	35	5.33	9.34														
10.50			5.17	10.10			41	41.8	BRULS.....D	34.3	35	5.30	9.31	8.00		10.13											
11.10		11.35	5.20	10.13			44	44.0	1.5	31.8	15	5.25	9.25	7.45		9.45											
11.25		11.55	5.25	10.18			45	45.0	MAPLE.....D	30.3	35	5.20	9.21	7.15		9.21											
11.35		12.05	5.29	10.21			48	48.1	1.8	27.7	20	5.14	9.15	7.05		8.50											
11.50		12.20	5.36	10.27		W	50	50.3	WIEHE.....D	25.0	23	5.09	9.09	6.40		8.30											
12.05		12.35	5.43	10.32			53	53.0	2.2	19.1	23	5.02	9.04														
			5.52	10.39			57	56.7	AMNION FALLS.....D	17.3		4.55	8.55	6.15		8.05											
12.25		12.55	6.00	10.46			59	58.5	1.9	14.3	70	4.45	8.45														
			6.04	10.49			61	61.8	2.3																		
			6.11	10.55			63	63.3	ALLOUEZ.....D																		
A 12.45 ^W	A 1.15 ^W	A 6.17 ^W	A 11.00 ^W			WOY	63	63.3	N. W. C. and O. N. Crossings Track Conn. 1.8 Interlocked																		
									EAST END.....D																		
									C. St. P. M. & O. Crossing Track Conn. 1.8																		

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.

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

A 2.00 ^W	A 2.30 ^W	A 6.57 ^W	A 11.40 ^W	WD 71	78.8	DU.....DULUTH.....DN	0.0	L 4.00 ^W	L 8.00 ^W	L 4.10 ^W		L 6.05 ^W
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	1.55	2.45	2.27	2.18				3.20	2.31	3.35	1.30	5.03
15.8	17.9	12.8	23.7	28.1				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.

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				THIRD CLASS	
727	723	623	625	65	63	57	55	624	728
Way Freight	Way Freight	Freight	Freight	Passenger	Passenger	Passenger	Passenger	Freight	Way Freight
Ex. Sun.	Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Ex. Sun.
L 4:00 ^{PM}	L 4:00 ^{PM}	L 8:00 ^{PM}	L 6:00 ^{PM}	L 11:10 ^{AM}	L 1:56 ^{PM}	L 7:30 ^{PM}	L 7:50 ^{PM}	L 11:10 ^{AM}	L 7:00 ^{PM}

TIME TABLE No. 41F

November 7, 1915.

Succeeding No. 41E.

STATIONS

Telegraph Office and Calls

DU.....DULUTH.....DN

DU.....DULUTH.....DN

DU.....DULUTH.....DN

DU.....DULUTH.....DN

DU.....DULUTH.....DN

DU.....DULUTH.....DN

DU.....DULUTH.....DN

DU.....DULUTH.....DN

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

THIRD CLASS		SECOND CLASS		FIRST CLASS				THIRD CLASS	
727	723	623	625	65	63	57	55	624	728
Way Freight	Way Freight	Freight	Freight	Passenger	Passenger	Passenger	Passenger	Freight	Way Freight
Ex. Sun.	Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Ex. Sun.
L 4:00 ^{PM}	L 4:00 ^{PM}	L 8:00 ^{PM}	L 6:00 ^{PM}	L 11:10 ^{AM}	L 1:56 ^{PM}	L 7:30 ^{PM}	L 7:50 ^{PM}	L 11:10 ^{AM}	L 7:00 ^{PM}
L 6:45 ^{PM}	L 9:50 ^{PM}	L 7:10 ^{PM}	L 11:50 ^{PM}	L 11:50 ^{PM}	L 2:35 ^{PM}	L 8:00 ^{PM}	L 8:20 ^{PM}	L 12:40 ^{PM}	L 4:00 ^{PM}
5:58	9:56	7:16	11:56 ^{PM}	2:39	8:06	8:26	12:25	3:45	12:10 ^{PM}
6:15	10:15	7:30	12:08 ^{PM}	2:46	8:18	8:36	12:36	3:56	12:21 ^{PM}
6:24	10:30	7:42	12:15	2:51	8:24	8:41	12:41	4:01	12:26
6:32	10:36	7:50	12:19	2:54	8:28	8:45	12:45	4:04	12:29
6:44	10:50	8:05	12:26	3:00	8:36	8:53	12:53	4:11	12:36
L 7:30 ^{PM}	A 7:00 ^{PM}	L 11:30	A 8:20 ^{PM}	A 12:38 ^{PM}	A 3:08 ^{PM}	8:47	9:03	12:40 ^{PM}	A 4:00 ^{PM}
7:50	11:50 ^{PM}	8:27	12:27	3:08	8:52	9:09	12:52	4:06	12:41
8:20	12:10 ^{PM}	8:57	12:37	3:15	9:03	9:13	1:00	4:13	12:42
8:40	12:30	9:17	12:57	3:22	9:14	9:22	1:06	4:20	12:43
9:00	12:45	9:37	1:17	3:29	9:28	9:34	1:12	4:26	12:44
9:25	1:00	9:52	1:22	3:36	9:40	9:44	1:18	4:33	12:45
9:50	1:15	10:07	1:29	3:43	9:52	9:56	1:24	4:40	12:46
10:15	1:23	10:22	1:37	3:50	10:04	10:08	1:30	4:46	12:47
10:40	2:00	10:47	1:54	3:57	10:12	10:18	1:36	4:53	12:48
11:05	2:15	11:02	2:01	4:04	10:23	10:26	1:42	5:00	12:49
11:30	2:30	11:27	2:16	4:11	10:31	10:34	1:48	5:06	12:50
12:05	2:45	11:52	2:31	4:18	10:41	10:43	1:54	5:13	12:51
12:45	3:10	12:17	2:56	4:25	10:53	10:54	2:00	5:20	12:52
1:00	3:25	12:32	3:11	4:32	11:06	11:08	2:06	5:26	12:53
1:30	4:00	12:57	3:36	4:39	11:16	11:16	2:12	5:33	12:54
1:45	4:34	1:02	3:51	4:46	11:28	11:26	2:18	5:40	12:55
2:05	4:55	1:22	4:11	4:53	11:36	11:34	2:24	5:46	12:56
2:30	5:15	1:42	4:31	5:00	11:47 ^{PM}	11:44	2:30	5:53	12:57
3:10	5:59	2:02	4:51	5:07	12:03 ^{PM}	12:08 ^{PM}	2:36	6:00	12:58
3:25	6:20	2:17	5:06	5:14	12:18	12:24	2:42	6:06	12:59
3:40	6:32	2:32	5:21	5:21	12:24	12:36	2:48	6:13	1:00
3:55	6:50	2:47	5:39	5:28	12:36	12:43	2:54	6:19	1:01
4:10	7:03	3:02	5:54	5:35	12:43	12:29	3:00	6:26	1:02
4:20	7:18	3:17	6:14	5:42	12:53	12:38	3:06	6:32	1:03
A 4:30 ^{PM}	A 7:30 ^{PM}	3:32	6:34	5:49	1:00	12:45	3:12	6:39	1:04
Ex. Sun.	Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Ex. Sun.
8:05	1:15	8:10	1:10	8:15	1:15	1:10	1:15	8:20	1:20
14.8	15.4	16.1	16.4	16.9	17.5	18.1	18.8	19.4	20.0

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

REGISTERING STATIONS—Central Ave., Carlton, Brainerd and Staples.

BULLETIN STATIONS—Central Ave., Carlton, Brainerd and Staples Passenger Depot and yard office.

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

DERAIL SWITCHES—See page 7.

YARD LIMITS—Central Ave., Carlton, McGreer, Alitka, Brainerd and Staples.

AUTOMATIC BLOCK SIGNALS BETWEEN CARLTON AND CENTRAL AVENUE.

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

No. 55 will wait at Staples for No. 8.

Connection with the Superior and International Railways at West Brainerd just west of the

Hospital Grounds is governed by automatic block signal.

DULUTH 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 left.

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 passenger only.

THIRD SUB-DIVISION
(MAIN LINE)

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

This Train Runs Sunday Only.

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	7.18 A. M.	Ar. White Bear	7.19 A. M.	Daily ex. Sun.
Lv. "	9.36 A. M.	Lv. "	"	"	9.43 A. M.	Sunday only.

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, Hinesley and White Bear.
MELPER DISTRICT—Duluth to Otter Creek.
Maximum speed of passenger trains is one minute or sixty seconds per mile.
This limit must never be exceeded.

No. 67 and 68 will stop on flag for passengers at Garon siding.
No. 64 will take siding at Boroun for No. 63. See footnotes on page 4.

NORTHERN PACIFIC RAILWAY COMPANY
Office of Division Superintendent.

Duluth, Minnesota-
March 28, 1916- Md

BULLETIN #213-

ALL CONCERNED-
Lake Superior Division.

Commencing Wednesday, March 29th, DAILY EXCEPT
SUNDAY Way Freight Service, between Duluth and Hinckley,
will be discontinued. A Transfer will leave Duluth at
3:00 A.M., DAILY EXCEPT SUNDAY, running via Second Sub-
Division to Zebulon, returning to Duluth via either
Second or Third Sub-Division as desired, doing Local
Work Duluth to Carlton, and handling the empty log flats
to, and logs from, Zebulon.

Tri-weekly Local Service will be put in effect
between Carlton and Hinckley.

W. H. Stracian.

Superintendent.

SECOND CLASS			FIRST CLASS		
	99	97	73	71	75
	Mixed	Mixed	Passenger	Passenger	Passenger
	Ex. Sun.	Ex. Sun.	Daily	Daily	Ex. Sun.
	L 3.15 ⁷⁴	L 8.00 ⁹⁵	L 6.15 ⁷⁵	L 6.15 ⁷⁵	L 1.25 ⁷⁵
	3.30	8.15	9.27	6.27	1.37
	A 3.45 ⁷⁴	A 8.25 ⁹⁵	A 9.35 ⁷⁵	A 6.40 ⁷⁵	A 1.45 ⁷⁵
	Ex. Sun.	Ex. Sun.	Daily	Daily	Ex. Sun.
	0.30	0.35	0.30	0.30	0.30
	11.9	12.9	17.4	17.4	17.4

TIME TABLE No. 41F				
November 7, 1915				
Succeeding No. 41L				
STATIONS				
Telephone Officers and Calls				
Station Numbers	Distance from Center		Distance from Center	City Capacity of
86	8.00N	CARLTON	UN	8.8
LG 4	3.1	SCANLON		3.7
0 LG 7	5.0D	CLOQUET	CO	6.0
Time Over Sub-division				
Average Speed per Hour				

FIRST CLASS			SECOND CLASS	
72	74	92	98	100
Passenger	Passenger	Passenger	Mixed	Mixed
Daily	Ex. Sun.	Daily	Ex. Sun.	Ex. Sun.
A 9.65 ⁵⁰	A 3.00 ⁰⁰	A 7.00 ⁰⁰	A 8.55 ⁷⁵	A 5.10 ⁰⁰
9.45	2.48	6.47	8.40	4.58
L 9.35 ⁷⁵	L 2.40 ⁰⁰	L 6.42 ⁷¹	L 8.35 ⁰⁰	L 4.50 ⁰⁰
Daily	Ex. Sun.	Daily	Ex. Sun.	Ex. Sun.
9.30	2.30	6.30	8.30	4.30
17.4	17.4	17.4	17.4	17.4

THIRD CLASS		Train, Exp. Secs., Time and Stop Time	Station Numbers	Distance from Query
	735 Way Freight Tue, Thur. and Sat.			
L	10.00 10		L 75	0
I	10.15		L 60	1
A	10.30	WY	L 60	1
Tue, Thur. and Sat.				
0.30				
8.6				

TIME TABLE No. 41F		Planes from Groningen	Car Capacity of
November 7, 1915			
Succeeding No. 41E.			
STATIONS			
Telegraph Offices and Calls			
0	QUARRY.....	4.3	
	1.3		
10	GOVERNMENT ROAD CR 0	3.0	
	3.0		
50	GRONINGEN.....MR	0.0	
	Time Over Sub-division		
	Average Speed per Hour		

THIRD CLASS	
736	
Way Freight	
Tue. Thur. and Sat.	
A 9.55⁰⁰	
735	
F 9.40	
L 9.25⁰⁰	
Tue. Thur. and Sat.	
9.30	
9.5	

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.

Trains must not exceed speed of twelve (12) miles per Hour over this Sub-division.

SECOND CLASS		Water, Fuel, Sailing, Turn Tables and Wye		Station Numbers	Distance from Granatsburg	TIME TABLE No. 41F November 7, 1915 Succeeding No. 41H.		Distance from Rush
	101					STATIONS		
	Mtd					Telegraph Offices and Calls		
	Ex. Sun.							
	4 11.55	T	LE 17	8.0	GRANATSBURG.....	0	7	
					0.5			
	F 12.13	T	LE 11	6.5	LIND SPUR.....	10	10	
					2.5			
	S 12.24	T	LE 7	10.5	BENSON.....	8	8	
					1.0			
	S 12.29	T	LE 5	11.5	ST. CROIX RIVER.....	8	8	
					2.1			
	A 12.45	WTOL 95	17.0	17.0	RUSH CITY.....	RC	6	
	Ex. Sun.					Time Over Sub-division		
	9.40					Average Speed per Hour		
	9.40							

		SECOND CLASS	
		102	
		Mixed	
	Ex. Sun.		
0	40	A 11.20 ¹⁸	
8		" 11.05	
7	18	" 10.56	
1	8	" 10.52	
0	120	L 10.40 ¹⁸	
		Ex. Sun.	
		6.40	
		25.8	

THIRD CLASS	FIRST CLASS		
725	79	77	67
Way Freight	Passenger	Passenger	Passenger
Ex. Sun.	Sun. only	Ex. Sun.	Ex. Sun.
L 3.10 ⁷²⁵	L 3.55 ⁷⁹	L 12.10 ⁷⁷	L 6.2 ⁶⁷
3.15	4.00	12.15	6.3
3.39	4.10	12.26	6.4
3.65	4.16	12.35	6.5
4.22	4.22	12.45	7.0
4.30	4.26	12.51	7.0
4.46	4.32	1.00	7.1
A 5.05 ⁷²⁵	A 4.45 ⁷⁹	A 1.15 ⁷⁷	A 7.3 ⁶⁷

(TAYLORS FALLS BRANCH)					
TIME TABLE NO. 41F					
November 7, 1915					
Succeeding No. 41B.					
STATIONS					
Telephone Offices and Calls					
Way	Station	Distance from Taylor Falls	Way	Station	Distance from Wyoming
00					
5	WT	0.0	TAYLORS FALLS YARD.....	30.3	
			0.7		
5	LF21	0.7D	TAYLORS FALLS.....WA	19.8	1
			2.1		
5	LF17	2.1	FRANCONIA.....	17.1	8
			3.4		
3	LF14	3.4D	SHADERS.....SF	14.0	2
			4.8		
1	LF10	4.8D	CENTRO CITY.....CN	10.0	1
			1.7		
7	LF 9	11.9D	LINDSTROM.....MC	8.0	8
			2.4		
5	LF 6	13.9D	CHISAGO CITY.....GO	6.3	6
			5.3		
05	WY	30.3D	WYOMING.....WI	0.0	12

FIRST CLASS				THIRD CLASS	
68	76	78		726	
Passenger	Passenger	Passenger		Way Freight	
Ex. Sun.	Ex. Sun.	Sun. only		Ex. Sun.	
A 7.40 ^W	A 10.55 ^W	A 3.50 ^W TV		A 3.00 ^W T25	
7.36	10.50	3.46		2.56	
7.27	10.40	3.39		2.46	
7.18	10.31	3.32		2.36	
7.10	10.23	3.24		2.20	
7.05	10.17	3.20		2.16	
6.59	10.10	3.14		2.00	
L 6.48 ^W	L 9.58 ^W	L 3.00 ^W		L 1.45 ^W T1	

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

REGISTERING STATIONS—Wyoming and Taylors Falls.

Passenger trains will stop on flag at Russell Beach.

Yard Limits—Taylors Falls.

				(CUYUNA NORTHERN RAILWAY)	
		Wagon, Fuel, Boxes, Turn Tables and Wagon	Station Numbers	Distance from Chester	TIME TABLE No. 41F
					November 7, 1915
				Succeeding No. 41B.	
				STATIONS	
				Telegraph Offices and Calls	
			100	6.00	DN.....DEERWOOD.....DO
			4	3.5	ORELAND.....
				Time Over Sub-division	
				Average Speed per Hour	

	Distance from Onload	Car Capacity of Bldg
2.5		
5.0		

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

WESTWARD

ELEVENTH SUB-DIVISION
(CUTUNA NORTHERN RAILWAY)

EASTWARD

THIRD CLASS				Way and Station from Station and Way	Station Number	Distance from D. M. Mine	TIME TABLE No. 41-F November 7, 1915. Succeeding No. 41-B.				Distance from D. M. Mine	Capacity of Siding.	THIRD CLASS			
737							STATIONS						738			
Way Freight							Telegraph Offices and Calls						Way Freight			
Ex. Sen.													Ex. Sen.			
			L 7.30		100	0.0	ON.....DEERWOOD.....DO			0.0			A 11.00			
			A 7.45		LK 4	3.0	IRONTON.....			1.0			L 10.45			
						4.0	500 JUNCTION.....			0.0						
						See Line	0.0 Track Connection									
						0.0	DEER JCT.....			0.0						
						0.0										
					LK 6	5.0	C. M. L. MINE.....			0.0						
			0.10				Time Over Sub-division						0.10			
			10.0				Average Speed per Hour						10.0			

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

SPECIAL RULES GOVERNING TRAINS ON THE ELEVENTH SUB-DIVISION.

- No. 737 and 738 will carry passengers between Deerwood and Ironton.
No. 737 has right over No. 738.
Yard Limit between 600 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.
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 Ry. Movements over this track must be made at a speed that will insure safe operation.

WESTWARD

TWELFTH SUB-DIVISION
(DEERKE SPUR)

EASTWARD

THIRD CLASS					Way Freight Ex. Sen.	Way Freight Ex. Sen.	Station Number	Distance from D. M. Mine	TIME TABLE No. 41-F November 7, 1915. Succeeding No. 41-B.					Distance from D. M. Mine	Car Capacity of Siding	THIRD CLASS							
737									STATIONS							738							
Way Freight Ex. Sen.									Telegraph Offices and Calls							Way Freight Ex. Sen.							
L 7.30									ON.....DEERWOOD.....DO							A 11.00							
							100	0.0	DEER JCT.....				1.0										
							LK 4	3.0	500 JUNCTION.....				0.0										
									DEER JCT.....				0.0										
							LK 6	5.0	C. M. L. MINE.....				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.

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

WESTWARD

THIRTEENTH SUB-DIVISION
(WILCOX SPUR)

EASTWARD

THIRD CLASS										Way Freight Ex. Sen.	Way Freight Ex. Sen.	Station Number	Distance from Leach	TIME TABLE No. 41-F November 7, 1915. Succeeding No. 41-B.										Distance from Woodrow	Car Capacity of Siding	THIRD CLASS																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																
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EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF SAME CLASS IN OPPOSITE DIRECTION.

COMMERCIAL SPURS.

FIRST SUB-DIVISION

Distance from Ashland.

Ledine Spur.....14.8 Miles.
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.
Wheeler.....	Siding.....	East End.
Poplar.....	Siding.....	West End.
Wentworth.....	Siding.....	East End.

FIFTH SUB-DIVISION.

Washburn.....	Omaha Transfer.....	East End.
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SECOND SUB-DIVISION.

Station	Track	Location
Iverson.....	Siding.....	East End.
Iverson.....	Loading Track.....	East End.
Zebulon.....	North Siding.....	East End.
McGregor.....	West Siding.....	East End.
McGregor.....	Transfer Track.....	West End.

TENTH SUB-DIVISION.

Ore Lands.....	All Tracks.....	East End.
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THIRD SUB-DIVISION.

Station	Track	Location
Bald Eagle.....	Wye Track.....	East End.
Garen.....	Siding.....	West End.
Stacy.....	House Track.....	West End.
Freeland.....	Loading Track.....	West End.
Drownell.....	Siding.....	East End.
Mill 1st 17.....	Spur.....	East End.
Short Line Park.....	Siding.....	East End.
Smithville.....	Siding.....	East End.

SIXTH SUB-DIVISION.

Scanlon.....	Transfer Track.....	West End.
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SEVENTH SUB-DIVISION.

Quarry Track.....	Miller Branch.....	East End.
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Authorized Surgeons—Lake Superior Division

LOCATION OF STRETCHERS (S)

DR. A. W. IDE, Chief Surgeon, Brainerd Hospital (s).
Brainerd Shops (s). 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, 898 Payne Ave., St. Paul.
DR. F. L. BECKLEY, 348 Prior Ave., St. Paul.
DR. B. LEAHY, Cor. Snelling and University Aves.

DR. S. O. FRANCIS, White Bear (s).
Wyoming (s).
DR. J. A. POINIER, 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.

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 Car Foreman's Office (s).
St. Paul 4th. Street Yard Office (s).
St. Paul Mississippi St. Round House (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).

Superior, Freight Station (s).
Central Avenue (s).
East End Station (s).
DR. A. J. BRADEN, 415 Fidelity Bldg., Duluth.
DR. C. L. HANBY, 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. H. G. COLLIE, McGregor, Minn.
DR. J. J. RATCLIFFE, Aitkin, Minn. (s).
DR. F. H. ALLEN, Staples (s).
DR. C. E. LUM, Oculist and Aurist, Duluth, Minn.

NOTES.

SURGEONS will attend when called upon officially, to all cases of accident occurring to employees or passengers. In cases of sickness it is the intention to limit medical service to the locality or town where a surgeon resides, unless some urgent necessity exists, for which distinct official authority must be had in accordance with established regulations.

RAILWAY OFFICIALS are required to call on the nearest authorized surgeons whenever practicable, when surgical or medical services are needed. When such are accessible, the Association will not be responsible for bills for medical services rendered by any other physician. In the event of a sudden emergency,

arising from accident, if necessary proper surgical aid should be procured until the arrival of a regularly appointed surgeon, when the case should be placed in his charge, and in no case should the service of any but an authorized company surgeon be continued at the expense of the Railway Company or of the Association after such surgeon is able to assume charge of the case.

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

TONNAGE RATING FREIGHT ENGINES.

CLASS OF ENGINES.

	O 20		E S D 23		D 5 and S 10		R & P 3		T		W	
	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars
Maximum Train Limit.....	50	Cars	65	Cars	70	Cars	80	Cars	90	Cars	90	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.....	800	12	700	16	800	18	1000	23	1150	26	1500	20
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	1600	34	1700	39	2000	45	2300	52		
Hinckley to White Bear.....	1400	32	1600	36	2000	45	2300	52	2600	58		
Eastward.....												
Staples to Duluth.....	1350	28	1750	30	2000	42	2200	47	2550	50	3250	60
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 5 below zero; 25% when temperature is below 10 below zero.

When engines are unable to haul the rating, Enginemen will designate to conductors the number of tons to be reduced and will wire the Superintendent when 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.

