NORTHERN PACIFIC RAILWAY COMPANY.

LAKE SUPERIOR DIVISION

TIME 43 TABLE

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

SUNDAY, JUNE 2, 1918.

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.

A. M. BURT, Acting General Manager.

C. L. NICHOLS, General Superintendent.

P. H. McCAULEY, Superintendent of Transportation.

W. H. STRACHAN, Superintendent.

WESTWARD

FIRST SUB-DIVISION
(MAIN LINE)

EASTWARD

TIME TABLE No. 43
June 2, 1918.
Succeeding No. 42-C.

THIRD CLASS 733 Way Freight Tue. Thur. and Sat.	THIRD CLASS 731 Way Freight Mo. We. and Fri.	THIRD CLASS 729 Way Freight Mo. We. and Fri.	FIRST CLASS 53 Passenger Daily	FIRST CLASS 51 Passenger Daily	Water, Fuel, Scales, Turn Tables and Wyes	Station Numbers	Distance from Ashland	STATIONS Telegraph Offices and Calls	Distance from Duluth	Car Capacity of Sidings	FIRST CLASS 52 Passenger Daily	FIRST CLASS 54 Passenger Daily	THIRD CLASS 730 Way Freight Mo. We. and Fri.	THIRD CLASS 732 Way Freight Mo. We. and Fri.	THIRD CLASS 734 Way Freight Tue. Thur. and Sat.
L 7.30AM	L 7.30AM		L 4.40PM	L 8.55AM	WC OT	0	0.0	AD.....ASHLAND.....D C. & N. W. Crossing Track Conn. 4.6	75.8	Yard	A 6.45PM	A 11.01AM		A 6.00PM	A 1.40PM
f 7.45	f 7.45		s 4.51	s 9.06		5	4.6	.....ASHLAND JCT..... C. St. P. M. & O. Crossing 5.6	71.2	None	s 6.37	s 10.53		f 5.45	f 1.20
f 8.05	f 8.05		f 5.04	f 9.19		10	10.2	.....MOQUAH..... 6.1	65.6	32	f 6.26	f 10.42		f 5.30	f 1.05
f 8.25	f 8.25		f 5.19 732	f 9.34		16	16.3	.....INO..... 1.8	59.5	30	f 6.14	f 10.30		f 5.19 53	f 12.48
			f 5.23	f 9.38		19	18.1	.....SPIDER..... 5.6	57.7		f 6.10	f 10.26			
f 8.50	f 8.50		f 5.36	f 9.51		24	23.7	.....TOPSIDE..... 4.7	52.1	30	f 6.59	f 10.15		f 4.41	f 12.25
s 9 05 51- 10.14 54	As 9.05AM	L 10.30AM	s 5.50 52	s 10.05 733-54	YW	23	23.4	RV.....IRON RIVER.....D 4.0	47.4	30	s 5.50 53	s 10.05 733-51	A 9.20AM	L 4.20PM	s 12.10PM 11.20AM
f 10.30		f 10.45	f 5.59	f 10.14		33	33.4	.....MUSKEG..... 2.7	43.4	30	f 5.41	f 9.55	f 9.00		f 11.03
f 10.39		f 10.55	f 6.06	f 10.21		35	35.1	.....PEARSON..... 1.3	40.7	13	f 5.35	f 9.48	f 8.40		f 10.51
s 10.45 734		s 11.15	s 6.09	s 10.24 734		36	36.4	BX.....BRULE.....D 3.6	39.4	35	s 5.31	s 9.45	s 8.30		s 10 45 733 10.16 51
			f 6.16	f 10.31		40	40.0	.....BELLWOOD..... 1.5	35.8	Spur	f 5.21	f 9.35			
f 11.22		f 11.35	f 6.19	f 10.34		41	41.5	.....BLUEBERRY..... 2.5	34.3	31	f 5.17	f 9.32	f 8.00		f 9.50
f 11.33		f 11.55AM	s 6.26	s 10.41		44	44.0	MN.....MAPLE.....D 1.5	31.8	13	s 5.11	s 9.26	f 7.45		f 9.35
f 11.40		f 12.05PM	f 6.29	f 10.44		45	45.5	.....WIEHE..... 2.6	30.3	22	f 5.08	f 9.23 734	f 7.15		f 9.23 54 9.05
f 11.50AM		f 12.20	s 6.36	s 10.51	W	48	48.1	.....POPLAR..... 2.2	27.7	16	s 5.02	s 9.16	f 7.05		f 8.50
f 12.05PM		f 12.35	s 6.41	s 10.56		50	50.3	.....WENTWORTH..... 3.2	25.5	20	s 4.56	s 9.09	f 6.40		f 8.30
			f 6.47	s 11.02		53	53.5	.....AMNICON FALLS..... 3.2	22.3		f 4.48	f 9.01			
f 12.25		f 12.55	f 6.53	f 11.08		57	58.7	.....CUTTER..... 1.8	19.1	20	f 4.40	f 8.53	f 6.15		f 8.05
			f 6.57	f 11.12		59	63.5	.....PARKDALE..... 3.0	17.3		f 4.36	f 8.48			
			f 7.05	f 11.20		61	61.5	.....ALLOUEZ..... N. W. C. and C. N. Crossings Track Conn. 1.8 Interlocked	14.3	70	f 4.29	f 8.40			
As 12.45PM		As 1.15PM	As 7.10PM	As 11.25AM	WOY	63	63.3	SP.....EAST END..... ....D C. St. P. M. & O. Crossing Track Conn. Interlocked	12.5	Yard	L 4.25PM	L 8.35AM	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 7.50PM	A 12.15PM	WCO TY	WB 71	75.8	DU.....DULUTH.....DN	0.0		L 3.45PM	L 7.55AM	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.
4.06	1.35	2.45	2.30	2.30	.....	.....	.....	.....Time Over Sub-division.....	.....	.....	2.20	2.20	3.35	1.40	4.32
15.4	17.9	13.6	25.3	25.2	.....	.....	.....	....Average Speed Per Hour.....	.....	.....	27.1	25.9	9.7	17.0	13.9

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

First sub-division trains will register and receive clearance at Central Ave.
DERAIL SWITCHERS—See page 7.

SEE SPECIAL RULES PAGE 6.

SECOND SUB-DIVISION
(MAIN LINE)

WESTWARD — EASTWARD

TIME TABLE No. 43
June 2, 1918.
Succeeding No. 42-C.

THIRD CLASS	SECOND CLASS	FIRST CLASS				Water, Fuel, Coaling, Turn Tables and Wyes	Station Numbers	Distance from Duluth	STATIONS Telegraph Offices and Calls	Distance from Staples	Car Capacity of Sidings	FIRST CLASS				THIRD CLASS
727	623	65	63	57	55							56	58	64	66	728
Way Freight Ex. Sun.	Freight Daily	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily							Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	Way Freight Ex. Sun.
	L 9.00PM	L 11.10PM	L 1.55PM	L 8.30PM	L 7.00AM	WCO TY	WD 71	0.0	DU.....DULUTH.....DN 8.3	147.5		A 6.40PM	A 9.00AM	A 7.25PM	A 6.30AM	

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

	L10.50PM	L 11.55PM	L 2.36PM	L 9.00PM	L 7.30AM	WY	67	8.3	AJ.....CENTRAL AVE.....DN G. N. Crossing 2.4 Track Connection Interlocked	139.2	600	As 6.10PM	As 8.22AM	A 6.43PM	As 6.40AM	
	11.00	12.02AM	2.39	f 9.06	f 7.37		69½	10.7	.....POKEGAMA..... 5.0 Track Connection Interstate Ry. Interlocked	136.8	80	f 6.05	f 8.17	6.39	6.34	
	11.20	12.16	2.46	f 9.17	f 7.47		74	15.7	WQ.....ANTON..... 2.7	131.8	44	f 5.54	f 8.07	6.31	6.21	
	11.31	12.24	2.51	9.23	7.53		78½	18.4	.....STATE LINE..... G. N. Crossing 1.7 Interlocked DOUBLE TRACK	129.1		5.48	8.01	6.27	6.14	
	11.38	12.29	2.54	f 9.27	f 7.57 55		79	20.1	.....BARKER..... 3.0	127.4	42	f 5.45	f 7.57 55	6.24	6.10	
	11.50PM	f 12.36	3.00	s 9.33	s 8.04		83	23.1	WQ.....WRENSHALL.....DN 4.4	124.4	80	s 5.39	s 7.51	6.19	f 6.04	
L 8.20AM 55	12.10AM 12.55 05	A 12.48AM 0J3	A 3.08PM	s 9.40 9.45	s 8.15 727	WY OO	88	27.5	UN.....CARLTON.....DN Third Sub-division Crossing Track Connection 4.9 Interlocked	120.0		s 5.30	s 7.42	L 6.12PM	L 4.54AM	A 4.00PM
f 8.40	1.15			f 9.56	f 8.25		91	32.4	.....IVERSON..... 4.8	115.1	80	f 5.20	f 7.34			f 3.45
s 9.00	1.35			s 10.06	s 8.35	Y	96	37.2	SA.....ZEBULON..... 5.5	110.3	80	s 5.10	s 7.26			s 3.30
f 9.26	1.58			f 10.19	f 8.47		102	43.7	.....CORONA..... 5.4	103.8	75	f 4.57	f 7.14			f 3.00
s 9.48	2.17			s 10.31	s 8.57	W	108	49.1	CM.....CROMWELL.....DN 6.1	98.4	75	s 4.46	s 7.04			s 2.40
s 10.13	2.38			s 10.44	s 9.09		114	55.2	WT.....WRIGHT.....D 6.1	92.3	80	s 4.33	s 6.52			s 2.15
s 10.38	2.59			s 10.57	s 9.21		120	61.3	TK.....TAMARACK.....D 6.0	86.2	75	s 4.20	s 6.40			s 1.45
f 10.54	3.13			f 11.05	f 9.28		125	65.3	.....GRAYLING..... 4.2	82.2	80	f 4.12	f 6.32			f 1.20
s 11.15AM 12.10PM 728	3.33			s 11.18	s 9.38	YWC	129	70.5	MC.....MCGREGOR.....DN Soo Line Crossing Track Connection 4.0 Interlocked	77.0	E 75 W 75	s 4.01	s 6.22			s 1.00 12.10PM 727
f 12.26	3.48			f 11.28	f 9.46		133	74.5	.....LANSFORD..... 4.8	73.0	75	f 3.52	f 6.12			f 11.59AM
s 12.46	4.05			f 11.38	s 9.54		138	79.3	K.....KIMBERLY.....D 5.8	68.2	80	s 3.42	f 6.04			s 11.40
f 1.09	4.25			f 11.50PM	f 10.05		144	85.1	.....ROSSBURG..... 6.0	62.4	80	f 3.30	f 5.53			f 11.25
s 1.33	4.46			s 12.05AM	s 10.17	W	150	91.1	KN.....AITKIN.....DN 4.8	56.4	E 80 W 80	s 3.18	s 5.42			s 11.06
f 1.53	5.04			f 12.15	f 10.26 728		155	95.9	.....CEDAR LAKE..... Soo Line Connection Track Connection 5.6	51.6	80	f 3.08	f 5.33			f 10.26 55
s 2.15	5.24 55			s 12.26	s 10.37		160	101.5	DO.....DEERWOOD.....DN 4.0	46.0	80	s 2.56	s 5.24 0J3			s 10.10
f 2.31 2.46 Sub-	5.40			f 12.34	f 10.44	W	165	105.5	.....KLONDYKE..... 5.5	42.0	80	f 2.46 727	f 5.16			f 9.55
f 3.20	6.00			f 12.41	f 10.54		170	111.0	.....LOERCH..... 7.3	36.5	80	f 2.35	f 5.06			f 9.40
s 3.49	6.25 6.45			s 12.56 1.10	s 11.08 11.15	WCO TY	177	118.2	B.....BRAINERD.....DN M. & I. Connection 4.6	29.3	E 9A	2.20 s 2.10	4.53 s 4.48			9.20 s 8.50
f 4.07	7.00			f 1.20	f 11.23		181	122.8	.....BAXTER..... 5.6	24.9	80	f 2.00	f 4.40			f 8.40
f 4.30	7.20			f 1.33	f 11.33		187	128.2	.....SYLVAN..... 3.4	19.3	80	f 1.49	f 4.30			f 8.25
s 4.43	7.32			s 1.40	s 11.39		191	131.6	PG.....PILLAGER.....D 5.0	15.9	80	s 1.42	s 4.24			s 8.15
f 5.03	7.50 728			f 1.50	f 11.48		196	136.6	.....WHEELOCK..... 5.7	10.9	80	f 1.32	f 4.15			f 7.50 623
s 5.18	8.04			s 1.57	s 11.55AM	W	199	140.3	MO.....MOTLEY.....DN 4.1	7.2	E 80 W 80	s 1.25	s 4.08			s 7.26
f 5.34	8.18			f 2.06	f 12.03PM		203	144.4	.....HAYDEN..... 3.1	3.1	80	f 1.16	f 4.01			f 7.11
A 5.45PM	A 8.30AM			A 2.15AM	A 12.10PM	WCO TY	207	147.5	SO.....STAPLES.....DN	0.0		L 1.10PM	L 3.55AM			L 7.00AM
Ex. Sun.	Daily	Daily	Daily	Daily	Daily							Daily	Daily	Daily	Daily	Ex. Sun.
8.03	8.35	0.53	0.33	4.55	4.33				Time Over Sub-division			4.50	4.22	0.31	0.46	7.40
14.8	16.2	21.6	34.9	28.2	30.5				Average Speed per Hour			28.8	31.8	37.6	25.4	15.6

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

DERAIL SWITCHES—See page 7.
Territory between Loerch and Omaha mine is part of Loerch yard.
Territory between Deerwood and Orland is part of Deerwood yard.
No. 57 wait at Brainerd for No. 11. No. 63 and 64 will register at Central Ave. by ticket.
All trains reduce speed to twelve (12) miles per hour between east switch and passenger station Brainerd.

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. 58 will wait at Staples for No. 8. No. 54 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.
Central Avenue will be a flag stop for trains 63 and 64 for Twin City passengers only.
SEE SPECIAL RULES, PAGE 6.

WESTWARD

THIRD SUB-DIVISION
(MAIN LINE)

TIME TABLE No. 43
June 2, 1918.
Succeeding No. 42-C.

THIRD CLASS 725	THIRD CLASS 723	THIRD CLASS 721	SECOND CLASS	SECOND CLASS 627	Water, Fuel, Boilers, Turn Tables and Wyes	Car Capacity of Sidings	Distance from Duluth	STATIONS — Telegraph Offices and Calls	Distance from White Bear	Station Numbers	FIRST CLASS 61	63	65	67	71	77	79	91	83	85
Way Freight	Way Freight	Way Freight		Freight							Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger
Ex. Sun.	Mon. Wed. and Fri.	Ex. Sun.		Daily							Ex. Sun.	Daily	Daily	Ex. Sun.	Daily	Daily	Daily	Ex. Sun.	Sun. Only	Sat. Only
				L 8.00PM	WCY OT		0.0	DU.....DULUTH.....DN 5.8	140.4	WB 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 8.35PM	WY		5.8	WEST DULUTH JCT. 2.2	134.9	L 4	L 9.17AM 628	Via Superior and 2nd Sub-division	Via Superior and 2nd Sub-division		L 5.33PM				This Train Runs Sunday Only.	This Train Runs Saturday Only.
				8.50		80	7.7	SMITHVILLE 3.6	132.7	L 8	f 9.23				f 5.37					
				9.10		42	11.3	SHORT LINE PARK 4.8	129.1	L 11	f 9.32				s 5.45					
				9.40		54	16.1	BROWNELL 3.2	124.8	L 16	f 9.43				f 5.54					
				9.58		36	19.3	THOMSON 1.6	121.1	L 19	s 9.50				s 6.00					
	L 8.00AM 628			10.10 11.00	WCO Y		20.9	UN.....CARLTON.....DN 6.0 2nd Sub-div. and G. N. Crossing Interlocked	119.8	80	s 10.00 626-72	L 3.08PM	L 12.53AM		As 6.05PM					
	f 8.25 M			11.20		80	26.9	OTTER CREEK 1.5	113.8	L 26	10.10	3.17	1.04							
						10	28.4	ATKINSON 4.3	113.0	L 28	f 10.12		f 1.08							
	s 8.05 625			11.35		107	32.7	MA.....MAHTOWA.....D 6.0	107.7	L 33	s 10.20	3.25	f 1.19							
	s 9.40			11.50PM		80	33.7	BM.....BARNUM.....D 4.6	101.7	L 39	s 10.32	3.34	f 1.34							
	s 10.00 11.40AM 61			12.30AM	W	80	43.2	MU.....MOOSE LAKE.....DN 6.0	97.2	L 49	s 10.43 725	s 3.41	s 1.47							
	s 12.30PM 62			12.50		80	49.2	SG.....STURGEON LAKE.....D 4.5	91.2	L 49	s 10.54 726	3.50	f 2.00							
	s 12.50			12.59		95	53.7	WR.....WILLOW RIVER.....D 5.9	86.7	L 54	s 11.04	3.56	f 2.12							
	f 1.15			1.08		80	57.6	RUTLEDGE.....D 5.1	82.8	L 58	s 11.12	4.02	s 2.23							
	s 1.50			1.30		80	62.7	FY.....FINLAYSON.....D 3.4	77.7	L 62	s 11.24	4.09	f 2.35							
	s 2.13			1.42	W	80	66.1	MR.....GRONINGEN.....DN 4.7	74.3	L 66	s 11.32	4.14	s 2.44							
	f 2.35			1.54		100	70.8	FRIESLAND.....D 4.8	69.6	L 71	s 11.46 63	4.21	f 2.57 68							
	A 3.00PM	L 8.00AM		2.10 3.20 63-60	WCY	130	75.6	HN.....HINCKLEY.....DN G. N. Crossing Track Connection 3.2 Interlocked	64.8	L 76	s 11.55AM T 12.00PM	s 4.29	s 3.05 f 3.06 627							
						10	78.8	MISSION CREEK 4.1	61.6	L 79	f 12.11		f 3.23							
		f 8.25		3.45 628		80	82.9	BEROUN 5.8	57.8	L 83	f 12.18	4.40 64	f 3.33 628							
		s 8.55		4.10		80	88.7	J.....PINE CITY.....DN 4.7	51.7	L 89	s 12.28	s 4.48	s 3.46							
		s 9.25		4.25		80	93.4	RK.....ROCK CREEK.....D 5.1	47.0	L 94	s 12.38	4.56	s 3.57							
		s 9.45 10.45 62		5.00 626	WYO	E 60 W 80	98.5	RC.....RUSH CITY.....DN 6.9	41.9	L 99	s 12.48 1.50T 723	s 5.03	s 4.10							
		s 11.16		5.30		75	105.4	HA.....HARRIS.....D 5.1	36.0	L 105	s 1.08	5.13	f 4.25 626							
		s 11.35AM 2.10PM 722		5.52	W	155	110.5	CH.....NORTH BRANCH.....D 7.6	29.9	L 111	s 1.18	s 5.21	f 4.37							
		s 12.54		6.24		80	118.1	CA.....STACY.....D 4.5	23.3	L 119	s 1.32	5.32	f 4.52							
L 4.50PM 79-80		s 1.15		6.43	WY	E 80 W 80	122.6	WI.....WYOMING.....DN 4.2	17.8	L 123	s 1.42	s 5.39	s 5.03	L 7.30AM		L 8.50PM	L 4.45PM 725-80	L 1.30PM	L 7.40PM 62	L 3.32PM 64
s 5.05		f 1.34 61 1.52		7.01		75	126.8	ST.....FOREST LAKE.....D 3.7	13.6	L 127	s 1.52 721	f 5.46	f 5.13	s 7.38		s 8.59	s 4.54	s 1.39 721	s 7.49	s 3.45
							130.5	GAREN 4.7	9.9	L 131						f 9.07	f 5.02	f 1.47	f 7.57	f 3.53
s 5.30		f 2.24 78 2.36 84		7.37		80	135.2	VN.....HUGO.....D 4.2	5.2	L 135	s 2.05	6.00	f 5.32	s 7.54		s 9.16	s 5.11	s 1.56	s 8.06	s 4.05 80
s 5.40		f 2.50		7.55			139.4	JN.....BALD EAGLE.....D Track Conn. See Line Crossing Interlocked 1.0	1.0	L 140	s 2.13	6.07	s 5.42	s 8.02		s 9.25	s 5.19	s 2.05	s 8.15	s 4.12
As 5.45PM		As 2.55PM 64		As 8.00AM 07	WCO T		140.4	WB.....WHITE BEAR.....DN	0.0	L 141	As 2.18PM 78-84	As 6.10PM 86	As 5.45AM	As 8.05AM 627		As 9.28PM	As 5.22PM	As 2.08PM	As 8.18PM	As 4.15PM
Ex. Sun.	Mo.We.&Fr.	Ex. Sun.		Daily							Ex. Sun.	Daily	Daily	Ex. Sun.	Daily	Daily	Daily	Ex. Sun.	Sun. Only	Sat. Only
0.65 19.4	5.20 10.3	4.50 13.3		9.25 14.9				Time Over Sub-division Average Speed per Hour	4.46 28.3		3.02 39.4	4.56 24.0	0.25 30.5	0.22 28.3	0.36 26.1	0.37 25.8	0.37 25.8	0.36 28.1	0.36 28.1	0.36 28.1

"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.
"	8.55 A. M.	"	8.59 A. M.	"	9.02 A. M.	Daily ex. Sun.
"	10.29 A. M.	"	10.32 A. M.	"	10.35 A. M.	Sunday only.
"	10.58 A. M.	"	11.01 A. M.	"	11.04 A. M.	Daily ex. Sun.
"	4.42 P. M.	"	4.45 P. M.	"	4.48 P. M.	Sunday only.
"	5.34 P. M.	"	5.37 P. M.	"	5.40 P. M.	Daily ex. Sun.
"	6.41 P. M.	"	6.44 P. M.	"	6.47 P. M.	Daily ex. Sun.
"	8.53 P. M.	"	8.57 P. M.	"	9.00 P. M.	Daily.
"	11.00 P. M.	"	11.04 P. M.	"	11.07 P. M.	Daily.

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

AUTOMATIC BLOCK SIGNALS BETWEEN WHITE BEAR AND WEST DULUTH JUNCTION.

No. 64 will take siding at Beroun for No. 63.

DERAIL SWITCHES —See Page 7. SEE SPECIAL RULES, PAGE 6.

THIRD SUB-DIVISION
(MAIN LINE)

EASTWARD

TIME TABLE No. 43
June 2, 1918.
Succeeding No. 42-C.

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

"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.
" " 8.55 A. M. Ar. " " 9.02 A. M. Daily ex. Sun.
" " 10.29 A. M. Lv. " " 10.32 A. M. Ar. " " 10.35 A. M. Sunday only.
" " 10.58 A. M. Lv. " " 11.01 A. M. Ar. " " 11.04 A. M. Daily ex. Sun.
" " 4.42 P. M. Lv. " " 4.45 P. M. Ar. " " 4.48 P. M. Sunday only.
" " 5.34 P. M. Lv. " " 5.37 P. M. Ar. " " 5.40 P. M. Daily ex. Sun.
" " 6.41 P. M. Lv. " " 6.44 P. M. Ar. " " 6.47 P. M. Daily ex. Sun.
" " 8.53 P. M. Lv. " " 8.57 P. M. Ar. " " 9.00 P. M. Daily.
" " 11.00 P. M. Lv. " " 11.04 P. M. Ar. " " 11.07 P. M. Daily.

FIRST CLASS																		SECOND CLASS		THIRD CLASS			
		84	82	80	78	76	72	68	66	64	62	Water, Fuel, Stocking, Turn Tables and Wyes	Car Capacity of Sidings	Distance from Duluth	STATIONS Telegraph Offices and Calls	Distance from White Bear	Station Numbers	628		626	722	724	726
		Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger							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	Ex. Sun.	Tu. Th. Sat.	Ex. Sun.
							A 10.55AM		A 6.30AM	A 7.25PM	A 2.20PM	WCY OT		0.0	DU.....DULUTH.....DN 5.5	140.4	WB 71	A 10.00AM					
							A 10.35AM				A 1.68PM	WY		5.5	.....WEST DULUTH JCT..... 2.2	134.9	L 5	A 9.17AM 61		A 11.20AM			
							f 10.30		Via 2d Sub-division and Superior	Via 2d Subdivision and Superior	f 1.52		30	7.7	.....SMITHVILLE..... 3.6	132.1	L 8	9 00		11.10			
							f 10.22				f 1.46		42	11.3	.....SHORT LINE PARK..... 4.8	129.1	L 11	8.52		10.55			
							f 10.14				f 1.37		54	16.1	.....BROWNELL..... 3.2	126.3	L 16	8.40		10.35			
							s 10.08				f 1.32		35	19.3	.....THOMSON..... 1.6	121.1	L 19	8.30		10.25			
							L 10.05AM 61-626		A 4.54PM	A 6.12PM	s 1.29	WCO Y		20.9	UN.....CARLTON.....DN 2nd Sub-div. and G. N. Crossing Interlocked 5.0	119.8	86	723 8.25 8.00		721 10.20 61 8.55		A 2.10PM	
									4.40	6.03	1.16		80	26.9	.....OTTER CREEK..... 1.6	113.8	L 26	7.38		9.25		f 1.40	
									f 4.38.		f 1.13		10	28.4	.....ATKINSON..... 4.3	112.0	L 28					f 1.35	
									f 4.28	5.55	s 1.04		107	32.7	MA.....MAHTOWA.....D 6.0	107.7	L 33	7.17		9.05 723		s 1.15	
									f 4.14	5.46	s 12.52 724		80	38.7	BM.....BARNUM.....D 4.8	101.7	L 39	6.57		8.45		s 12.52PM 62	
									s 4.03	s 5.39	s 12.42	W	80	43.3	MU.....MOOSE LAKE.....DN 6.0	97.2	L 43	6.42		8.30		11.50AM s 11.16	
									f 3.49	5.30	s 12.30 723		80	49.3	SG.....STURGEON LAKE.....D 4.8	91.3	L 49	6.12		8.09		s 10.54 61	
									f 3.38	5.23	s 12.21		95	53.7	WR.....WILLOW RIVER.....D 3.9	86.7	L 54	5.58		7.56		s 10.25	
									s 3.29	5.17	s 12.13		60	57.6	.....RUTLEDGE..... 5.1	82.8	L 55	5.52		7.45		f 10.00	
									f 3.17	f 5.10	s 12.03PM		80	62.7	FY.....FINLAYSON.....D 3.4	77.7	L 62	5.40		7.30		s 9.40	
									s 3.09	5.05	s 11.56AM	W	80	66.1	MR.....GRONINGEN.....DN 4.7	74.3	L 66	5.30		7.20		s 9.10	
									f 2.57 63	4.58	s 11.46 61		100	70.8	.....FRIESLAND..... 4.8	69.6	L 71	5.10		7.05		f 8.50	
									s 2.45 s 2.36 027	s 4.51	s 11.36 s 11.26	WO Y	130	75.6	HN.....HINCKLEY.....DN G. N. Crossing Track Connection 3.2 Interlocked	64.8	L 76	4.60 4.10		6.46 6.15	A 3.30PM	L 8.30AM	
									f 2.26		f 11.19		10	78.8	.....MISSION CREEK..... 4.1	61.6	L 79						
									f 2.16	4.40 63	s 11.10		80	82.9	.....BEROUN..... 5.8	57.8	L 83	65 3.45 027 3.33		5.55	f 2.55		
									s 2.02	s 4.29	s 10.58	W	80	88.7	J.....PINE CITY.....DN 4.7	51.7	L 89	3.10		5.40	s 2.20		
									f 1.53	4.21	s 10.48		80	93.4	RK.....ROCK CREEK.....D 5.1	47.0	L 94	2.58		5.20	s 1.55		
									s 1.42	s 4.12	s 10.37 721	WYO	E 80 W 50	98.5	RC.....RUSH CITY.....DN 6.9	41.9	L 99	2.46		5.00 627	130 s 12.43 61		
									f 1.27	4.00	s 10.22		75	105.4	HA.....HARRIS..... 5.1	36.0	L 106	2.26		4.25 65	s 12.26PM		
									f 1.15	s 3.51	s 10.11	W	155	110.5	CH.....NORTH BRANCH..... 7.6	29.9	L 111	2.00		4.02	s 11.55AM 720		
									f 12.59	3.38	s 9.55		80	118.1	CA.....STACY..... 4.5	22.3	L 119	1.36		3.42	s 10.55		
		A 2.50PM	A 7.10PM 63	A 4.30PM 70-725	A 3.00PM	A 10.35AM		A 6.45PM	s 12.49	s 3.30 63	s 9.46	WY	E 80 W 50	123.6	WI.....WYOMING.....DN 4.2	17.8	L 123	1.20		3.30	s 10.30		A 10.55AM
		s 2.44	s 7.02	s 4.23	s 2.53	s 10.28		s 6.38	f 12.40	f 3.23	s 9.37		75	126.8	ST.....FOREST LAKE.....D 3.7	13.6	L 127	1.00		3.00	s 9.55		10.45
		f 2.36	f 6.54	f 4.14	f 2.45	f 10.20								130.5	.....GAREN..... 4.7	9.9	L 131						
		s 2.29 721	s 6.45	s 4.05 63	s 2.36 721	s 10.11		s 6.21	f 12.26	3.09	s 9.19 722		80	135.2	VN.....HUGO.....D 4.2	8.3	L 135	12.35		2.25	s 9.19 62		10.25
		s 2.21	s 6.35	s 3.58	s 2.26	s 10.03		s 6.14	f 12.18	3.02	s 9.10			139.4	JN.....BALD EAGLE.....D Track Conn. Soo Line Crossing Interlocked 1.0	1.0	L 140	12.25		2.10	s 8.55		10.10
		L 2.18PM 78-61	L 6.30PM 63	L 3.55PM	L 2.23PM 61-84	L 10.00AM 720		L 6.12PM 63	L 12.15AM 628	L 3.00PM 721	L 9.07AM	WCO T		140.4	WB.....WHITE BEAR.....DN	0.0	L 141	L 12.20AM 60		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	Ex. Sun.	Tu. Th. Sat.	Ex. Sun.
		0.32	0.40	0.35	0.37	0.35	0.30	0.33	4.29	3.12	4.26				Time Over Sub-division			7.45		8.20	5.18	5.05	0.50
		33.3	26.7	30.5	28.8	30.5	30.5	32.3	26.4	37.8	30.0				Average Speed per Hour			17.4		16.1	12.0	10.8	21.3

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

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.
Third subdivision main line trains will register and receive clearance and orders at West Duluth. Eastward freight trains register at Wyoming by ticket and need not get clearance unless train order board is at stop or caution.

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 caboose 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.

On Sundays, Nos. 63 and 64 will stop on flag at Harris Barnum, and Willow River.
No. 61 will wait at Carlton for Second Subdivision No. 88.
No. 64 will take siding at Beroun for No. 63.
Nos. 63 and 64 will register at Wyoming by ticket.
SEE SPECIAL RULES PAGE 6.

FIFTH SUB-DIVISION (WASHBURN BRANCH)

WESTWARD — EASTWARD

TIME TABLE No. 43
June 2, 1918.
Succeeding No. 42-C.

SECOND CLASS 95 Mixed Mo. We. and Fri.	Water, Fuel, Scales, Turn Tables and Wyes	Station Numbers	Distance from Washburn	STATIONS Telegraph Offices and Calls	Distance from Iron River	Car Capacity of Sidings	SECOND CLASS 96 Mixed 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	ENOOE 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 4.2	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 7

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

No. 96 will wait at Iron River for connections. Trains leaving Washburn will not require clearance.

EIGHTH SUB-DIVISION (TAYLORS FALLS BRANCH)

WESTWARD — EASTWARD

TIME TABLE No. 43
June 2, 1918.
Succeeding No. 42-C.

THIRD CLASS 725 Way Freight Ex. Sun.	FIRST CLASS 91 Passenger Ex. Sun.	79 Passenger Sun. only	77 Passenger Daily	67 Passenger Ex. Sun.	Water, Fuel, Scales, Turn Tables and Wyes	Station Numbers	Distance from Taylors Falls	STATIONS Telegraph Offices and Calls	Distance from Wyoming	Car Capacity of Sidings	FIRST CLASS 68 Passenger Ex. Sun.	76 Passenger Daily	78 Passenger Daily	THIRD CLASS 726 Way Freight Ex. Sun.
L 2.30PM	L 12.30PM	L 3.30PM	L 7.50PM 08	L 6.25AM	WT		0.0	TAYLORS FALLS YARD 0.7	20.2		A 7.40PM 77	A 11.30AM	A 4.00PM	A 1.35PM
s 2.35	s 12.40	s 3.38	s 8.00	s 6.35		LF21	0.7	PA TAYLORS FALLS D 2.4	19.5	10	s 7.35	s 11.25	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	30	f 7.27	f 11.17	f 3.50 79	s 1.15
s 3.00	s 12.54 720	s 3.59	s 8.18	s 6.53		LF14	6.2	SP SHAFERS D 3.4	14.0	22	s 7.18	s 11.08	s 3.42	s 12.54 01
s 3.32 78	s 1.02	s 4.09	s 8.27	s 7.01		LF10	9.6	CN CENTRE CITY D 1.7	10.6	14	s 7.10	s 11.00	s 3.32 725	s 12.35
s 3.50	s 1.07	s 4.15	s 8.30	s 7.07		LF 9	11.3	MC LINDSTROM D 2.6	8.0	50	s 7.05	s 10.55	s 3.27	s 12.15PM
s 4.05	s 1.14	s 4.24	s 8.35	s 7.15		LF 6	13.9	CO CHISAGO CITY D 6.3	6.3	42	s 6.59	s 10.49	s 3.18	s 11.46AM
A 4.25PM	A 1.30PM	A 4.40PM	A 8.50PM	A 7.30AM	WY	L 123	20.2	WI WYOMING DN	0.0	120	L 6.45PM	L 10.35AM	L 3.00PM	L 11.15AM
Ex. Sun.	Ex. Sun.	Sun. only	Daily	Ex. Sun.							Ex. Sun.	Daily	Daily	Ex. Sun.
1.55	1.00	1.10	1.00	1.05				Time Over Sub-division			0.55	0.55	1.00	2.20
10.6	20.2	17.3	20 2	18.6				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.

Passenger trains will stop on flag at Russell Beach.

SIXTH SUB-DIVISION (CLOQUET BRANCH)

WESTWARD — EASTWARD

TIME TABLE No. 43
June 2, 1918.
Succeeding No. 42-C.

SECOND CLASS 89 Mixed Ex. Sun.	97 Mixed Ex. Sun.	FIRST CLASS 73 Passenger Daily	71 Passenger Daily	75 Passenger Ex. Sun.	Water, Fuel, Scales, Turn Tables and Wyes	Station Numbers	Distance from Carlton	STATIONS Telegraph Offices and Calls	Distance from Cloquet	Car Capacity of Sidings	FIRST CLASS 72 Passenger Daily	74 Passenger Ex. Sun.	92 Passenger Daily	SECOND CLASS 98 Mixed Ex. Sun.	100 Mixed Ex. Sun.
L 3.15PM 74	L 7.10AM	L 8.20AM 98	L 6.20PM	L 1.35PM	WO OY	86	0.0	UN CARLTON DN 2.1	8.8		A 9.50AM	A 3.00PM 99	A 7.05PM	A 8.00AM 73	A 5.10PM
s 3.30	s 7.20	s 8.30	s 6.30	s 1.47		LO 4	5.1	SCANLON 3.7	3.7		s 9.38	s 2.48	s 6.55	s 7.50	s 4.58
A 3.45PM	A 7.30AM 95	A 8.40AM	A 6.40PM 92	A 1.55PM	WO	LO 7	8.8	CQ CLOQUET D	0.0		L 9.30AM	L 2.40PM	L 6.45PM 71	L 7.40AM 97	L 4.50PM
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	13.9	17.4	17.4	17.4				Average Speed per Hour			17.4	17.4	17.4	17.4	17.4

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

No. 97 has right over No. 98, Carlton to Cloquet. No. 73 has right over No. 72, Carlton to Cloquet.
No. 71 has right over No. 92, Carlton to Cloquet. No. 75 has right over No. 74, Carlton to Cloquet.

SEVENTH SUB-DIVISION (GRANTSBURG BRANCH)

WESTWARD — EASTWARD

TIME TABLE No. 43
June 2, 1918.
Succeeding No. 42-C.

SECOND CLASS 735 Mixed Ex. Sun.	FIRST CLASS 101 Passenger Ex. Sun.	Water, Fuel, Scales, Turn Tables and Wyes	Station Numbers	Distance from Grantsburg	STATIONS Telegraph Offices and Ca s	Distance from Rush City	Car Capacity of Sidings	FIRST CLASS 102 Passenger Ex. Sun.	SECOND CLASS 736 Mixed Ex. Sun.
L 2.50PM	L 11.32AM 102	T	LE17	0.0	G GRANTSBURG D 6.5	17.0	40	A 11.27AM 101	A 2.00PM
3.18	f 11.52AM	.	LE11	6.5	LIND SPUR 3.8	10.5		s 11.12	1.35
3.33	s 12.07PM		LE 7	10.3	BENSON 1.8	6.7	18	s 11.02	1.18
3.40	s 12.12		LE 6	11.9	ST. CROIX RIVER 5.1	5.1	6	s 10.57	1.10
A 4.00PM	A 12.30PM 730	WYO	L 99	17.0	RC RUSH CITY DN	0.0	120	L 10.45AM	L 12.52PM 101
Ex. Sun.	Ex. Sun.							Ex. Sun.	Ex. Sun.
1.10	0.55				Time Over Sub-division			0.42	1.10
14.5	17 6				Average Speed per Hour			24.4	14.5

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

Trains will not exceed four (4) miles per hour on curve one-quarter of a mile west of Grantsburg.

SEE SPECIAL RULES, PAGE 6.

WESTWARD

NINTH SUB-DIVISION
(CUYUNA NORTHERN RAILWAY)

EASTWARD

THIRD CLASS				Water. Fuel Scales. Turn Tables and Wyes	Stables Number.	Distance from Deerwood.	TIME TABLE No. 43 June 2, 1918. Succeeding No. 42-C. STATIONS Telegraph Offices and Calls	Distance from C. M. L. Mine.	Car Capacity of Sidings.	THIRD CLASS			
			737							738			
			Way Freight							Way Freight			
			Ex. Sun.							Ex. Sun.			
			L 7.30AM			160	0.0 DO.....DEERWOOD.....DN 3.9	5.5		A10.30AM			
			A 7.45AM		LK 4		3.9 .....IRONTON..... Soo Line 0.7 Track Connection	1.6		L10.15AM			
							4.6 .....SOO JUNCTION..... Soo Line 0.6 Track Connection	0.9					
							5.2 ..... FERRO JCT 0.3	0.3					
					LK 5		5.5 .....C. M. L. MINE.....	0.0					
			Ex. Sun.							Ex. Sun.			
			0.15 15.6				Time Over Sub-division Average Speed per Hour			0.15 15.6			

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

SPECIAL RULES GOVERNING TRAINS ON THE NINTH SUB-DIVISION.

Trains will protect against main line trains while using main line at Deerwood.

No. 737 has right over No. 738, Deerwood to Ironton.

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.

SPECIAL RULES.

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 Starting 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 Starting Signal as provided in Rule 504-C.

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. 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. 4. 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. 5. 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. 6. Within Automatic Block Signal territory, trains using a crossover must have at least one switch open while occupying any part of the crossover.

No. 7. 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:

Nos. 721 and 722 between Hinckley and Rush City.
Nos. 723 and 724 between Carlton and Hinckley.
Nos. 725 and 726 between Wyoming and Taylors Falls.
Nos. 727 and 728 between Staples and Carlton.
Nos. 737 and 738 between Deerwood and Ironton will carry passengers.

No. 8. Conductors of work trains will issue instructions to their flagmen in writing, except when flagman goes back immediately to stop approaching trains.
If necessary to modify instructions by telephone, flagmen will read instructions and repeat back to conductor.

No. 9. Trainmen and Enginemen when using Soo Line tracks between Cedar Lake Jct. and Kennedy Mine and between Ironton and Croft Mine will supply themselves with Soo Line time tables which may be procured at McGregor and Ironton.

No. 10. Trainmen and Enginemen will familiarize themselves with the schedules of St. Paul division and M. & I. first class trains at Brainerd, and schedules of C. & N. W. and Omaha first class trains at Ashland, when using main tracks at those points.

No. 11. First Class trains running against the current of traffic on double track must move within yards limits prepared to stop unless the main track is seen, or known to be clear.

REGISTERING STATIONS—Ashland, Iron River, Washburn, Central Avenue, Carlton, Ironton, Brainerd, Staples, West Duluth, Hinckley, Wyoming, Taylors Falls, White Bear, Cloquet. Seventh sub-division trains will register at Rush City and Grantsburg.

BULLETIN STATIONS—Ashland, Carlton, Brainerd, Staples (passenger depot and yard office), Hinckley, White Bear.

STANDARD CLOCKS—Duluth Union Depot, Rices Point Yard Office, Carlton, Staples Passenger Depot, and yard office, Hinckley, White Bear.

YARD LIMITS—Ashland, Iron River, Allouez, East End, Central Avenue, Carlton, McGregor, Aitkin, Deerwood, Brainerd, Staples, West Duluth, Moose Lake, Hinckley, Pine City, Rush City, North Branch, Wyoming, White Bear, Taylors Falls. Between 500 feet east of east switch Ironton and 500 feet west of Soo Junction.

SPEED RESTRICTIONS—Maximum speed of passenger trains is a minute or sixty (60) seconds per mile. This limit must never be exceeded.

Trains with wrecking outfit must not exceed thirty five (35) miles per hour on main line and twenty (20) miles per hour on branch lines

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.

Trains must not exceed fifteen miles per hour through cross-overs entering passing tracks, and thirty miles per hour through Interlocking Plants.

When ten (10) degrees below zero or colder, passenger trains must not exceed fifty (50) miles per hour and freight trains thirty (30) miles per hour.

Maximum speed of class "W" engines will be thirty (30) miles per hour. This limit must never be exceeded.

INTERLOCKING PLANTS—Allouez, East End, Central Ave., Pokegama, State Line, Carlton, McGregor, Hinckley, Bald Eagle.

TRACK RESTRICTIONS—On account of short turnouts, class W engines must not use industry tracks as follows:
Hugo—House and spur tracks.
Wyoming—Hein's spur.
Harris—Spur tracks on west end of yard.
Rush City—Mercantile spur, west end of yard.
Rock Creek—Beyond highway crossing on loading spur.
Pine City—Beyond Highway crossing east of depot on house track.
Hinckley—Repair tracks back of coal docks.
Tamarack—Stock track.
Aitkin—Hole track.
McGregor—W class engines turning on wye, will use east leg first.

COMMERCIAL SPURS.

SECOND SUB-DIVISION

Distance from Duluth.

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

SEVENTH SUB-DIVISION

Distance from Rush City.

Rungren's Spur.....8.0 Miles.
Clayfield.....9.2 "
Anderson's Spur.....15.0 "

THIRD SUB-DIVISION

Distance from Duluth.

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

NINTH SUB-DIVISION

Distance from Deerwood.

Ceedee Spur..... 4.0 Miles.

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
Iverson	Siding	East End.
Iverson	Loading Track	East End.
Zebulon	North Siding	East End.
Wright	Loading Track	West End.
McGregor	West Siding	East End.
McGregor	Transfer Track	West End.
Locrch	Wilcox Branch	West of Main Line Connection.
Brainerd	Hospital Spur	West End.

THIRD SUB-DIVISION.

Station	Track	Location
Bald Eagle	Wye Track	East End.
Garon	Siding	West End.
Stacy	House Track	West End.
Friesland	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.

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. J. W. Jesion, Room 318, General Office Bldg., Corner Fifth and Jackson, St. Paul. Telephone Cedar 2340.
Dr. P. A. Hoff, 939 Lowry Bldg., St. Paul.
Dr. E. L. Mann, 718 Lowry 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.
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).

LOCAL SURGEONS

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).
Dr. S. O. Francis, White Bear (s).
Wyoming (s).
Dr. J. A. Poirier, Forest Lake.
Dr. C. A. Anderson, Rush City (s).
Dr. A. L. Kyllo, Grantsburg.
Dr. E. L. Stephen, Hinckley (s).
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, 303 Alworth 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. H. G. Collie, McGregor, Minn.
Dr. J. J. Ratcliffe, Aitkin, Minn. (s).
Dr. F. H. Allen, Staples (s).

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.
Dr. C. E. Lum, Oculist and Aurist, Duluth, Minn.

CONSULTING SURGEONS

Drs. McLaren, Ritchie, Dougherty and Abbott, 914 Lowry Bldg., St. Paul.
Drs. Quinn and Stierle, 302 Pittsburgh Bldg., St. Paul.

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

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

TONNAGE RATING FREIGHT ENGINES.

	CLASS OF ENGINES.											
	C 20		E 3 D 2-3		D 5 and S 10		R & P 3		T		W	
Maximum Train Limit	50	Cars	65	Cars	70	Cars	80	Cars	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.	500	12	700	16	800	18	1000	23	1150	26	1550	35
Zebulon to Brainerd	1000	23	1400	32	1600	36	2000	45	2300	52	3100	70
Brainerd to Staples	1200	28	1800	41	2000	45	2300	52	2600	58	3500	80
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	3100	70
Hinckley to White Bear	1400	32	1600	36	2000	45	2300	52	2600	58	3500	80
Eastward.												
Staples to Duluth	1350	28	1750	36	2000	42	2200	47	2650	56	3350	80
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	3350	80
Hinckley to Groningen	1000	25	1400	34	1450	35	1750	43	2050	50	2750	65
Groningen to Duluth	1300	32	1700	41	1900	46	2200	53	2500	60	3350	80

Above train limit does not apply to trains made up of ore cars.
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 emptics.
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.

MAXIMUM CLEARANCES.

	LIMIT OF LOAD MEASUREMENT. Height Above Top of Rail.																	
	1 ft. Wide	2 ft. Wide	3 ft. Wide	4 ft. Wide	5 ft. Wide	6 ft. Wide	7 ft. Wide	7 ft. 6 in. Wide	8 ft. Wide	8 ft. 6 in. Wide	9 ft. Wide	9 ft. 6 in. Wide	10 ft. Wide	10 ft. 2 in. Wide	10 ft. 6 in. Wide	11 ft. Wide	11 ft. 6 in. Wide	Max. Height	Max. Width
First Sub-division, Ashland to East End	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	17'-5"	17'-5"	17'-2"	16'-7"	16'-2"	15'-9"	15'-3"	15'-1"	14'-9"	14'-3"	13'-9"	21'-0"	11'-6"
Second Sub-division, Duluth to Staples	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	18'-2"	18'-2"	17'-9"	17'-3"	16'-9"	16'-3"	15'-9"	15'-4"	15'-2"	14'-10"	14'-4"	13'-10"	21'-0"	11'-6"
Third Sub-division, Duluth to White Bear	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	18'-0"	17'-4"	16'-11"	16'-5"	16'-0"	15'-7"	15'-1"	14'-8"	14'-6"	14'-3"	13'-10"	13'-4"	21'-0"	11'-6"
Fifth Sub-division, Washburn to Iron River	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	11'-6"
Sixth Sub-division, Carlton to Cloquet	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	11'-6"
Seventh Sub-division, Grantsburg to Rush City	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	11'-6"
Eighth Sub-division, Taylors Falls Yard to Wyoming	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	11'-6"
Ninth Sub-division, Deerwood to C. M. L. Mine	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	11'-6"

G. W. ATMORE, Asst. Superintendent.

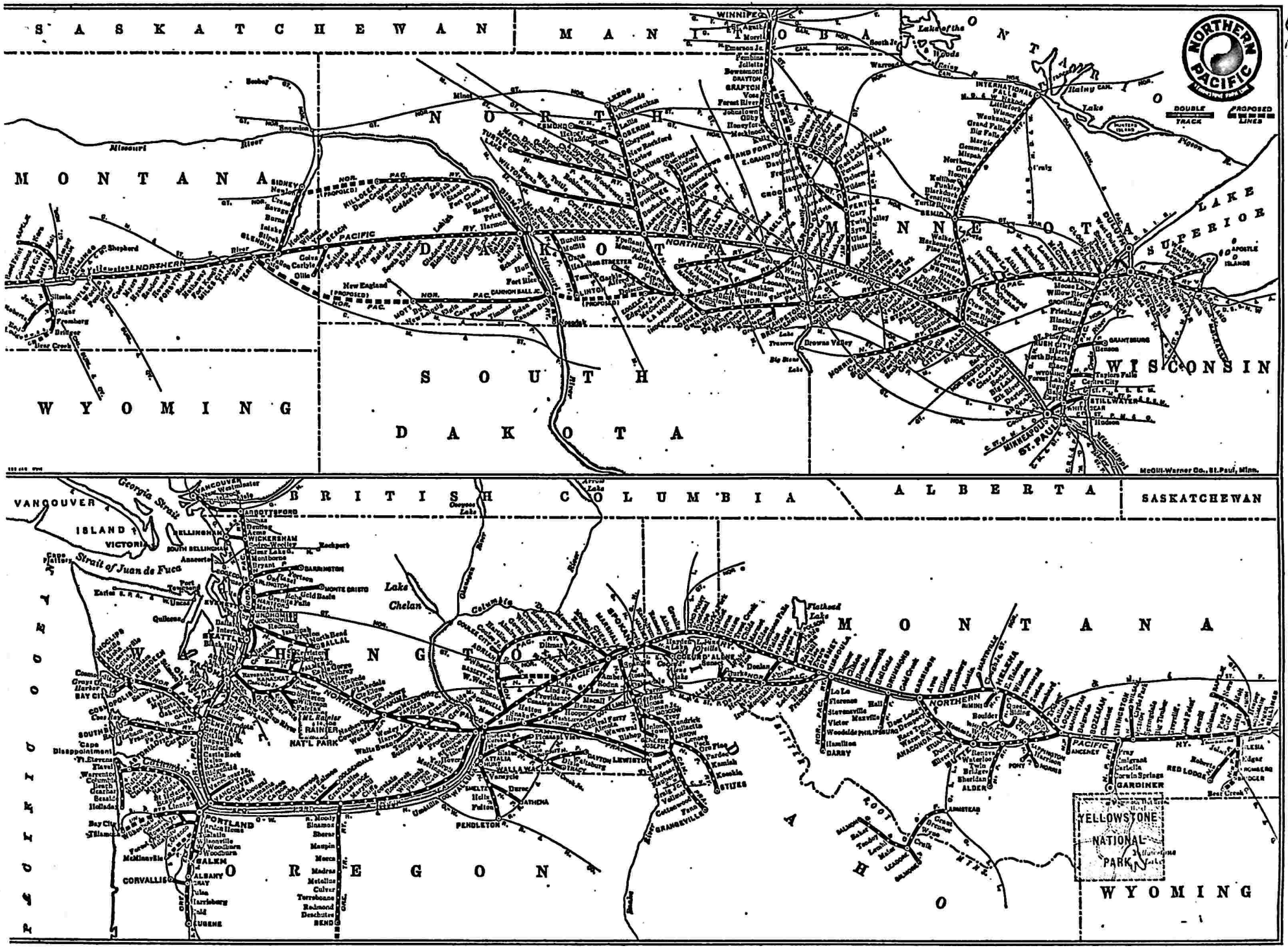
D. E. NICHOLS, Trainmaster.

T. B. QUINN, Trainmaster.

D. M. DRISCOLL, Trainmaster.

H. J. COUNCILMAN, Trainmaster.

F. E. POTTER, Chief Dispatcher.


NORTHERN PACIFIC
SASKATCHEWAN
MANITOBA
ONTARIO
MONTANA
NORTH DAKOTA
MINNESOTA
SOUTH DAKOTA
WYOMING
WISCONSIN
LAKE SUPERIOR
DOUBLE TRACK
PROPOSED LINES
Missouri River
Yellowstone River
Red River
WINNIPEG
MINNEAPOLIS
ST. PAUL
DULUTH
BISMARCK
FARGO
GRAND FORKS
MINOT
BILLINGS
GLENDIVE
MILES CITY
LIVINGSTON
BOZEMAN
HELENA
BUTTE
ANACONDA
GREAT FALLS
LEWISTON
SPOKANE
YELLOWSTONE NATIONAL PARK
McGill-Warner Co., St. Paul, Minn.
BRITISH COLUMBIA
ALBERTA
SASKATCHEWAN
VANCOUVER ISLAND
Strait of Juan de Fuca
Georgia Strait
Lake Chelan
Columbia River
Snake River
Pend Oreille River
Kootenai River
Flathead Lake
Yellowstone Lake
WASHINGTON
OREGON
IDAHO
SEATTLE
TACOMA
PORTLAND
SALEM
EUGENE
BEND
PENDLETON
COEUR D'ALENE
MISSOULA
KALISPELL
BOZEMAN
BILLINGS
LIVINGSTON
GARDINER
RED LODGE
MOUNT RAINIER NAT'L PARK