

NORTHERN PACIFIC RAILWAY COMPANY

LAKE SUPERIOR DIVISION

TIME 46A TABLE

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

MONDAY, OCTOBER 25, 1920.

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.

C. L. NICHOLS,
Assistant General Manager.

NEWMAN KLINE,
General Superintendent.

P. H. McCAULEY,
Superintendent of Transportation.

W. H. STRACHAN,
Superintendent.

EASTWARD

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

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

SEE SPECIAL RULES PAGE 6.

WESTWARD									SECOND SUB-DIVISION (MAIN LINE)										EASTWARD								
THIRD CLASS			SECOND CLASS	FIRST CLASS					TIME TABLE No. 46A October 25, 1920. Succeeding No. 46.										FIRST CLASS					THIRD CLASS			
719	727	723	623	65	63	57	59	55	STATIONS										56	58	60	64	66	728	724	720	
Way Freight	Way Freight	Way Freight	Freight	Passenger	Passenger	Passenger	Passenger	Passenger	Telegraph Offices and Calls										Passenger	Passenger	Passenger	Passenger	Passenger	Way Freight	Way Freight	Way Freight	
Ex. Sun.	Ex. Sun.	Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily											Daily	Daily	Daily	Daily	Daily	Ex. Sun.	Ex. Sun.	Ex. Sun.	
				L 11.10PM	L 1.55PM	L 8.00PM	L 10.30AM	L 7.00AM	WCO TY	WB 71	0.0	DU.....DULUTH.....DN	147.5		A 6.40PM	A 9.00AM	A 10.25PM	A 7.26PM	A 6.30AM								
BETWEEN CENTRAL AVE. AND DULUTH TRAINS WILL BE GOVERNED BY DULUTH AND SUPERIOR TERMINALS TIME TABLE.																											
Via Third Sub-Division and West Duluth.	L 8.30AM 58	L 10.50PM 60	L 11.55PM	L 2.35PM 724	L 8.30PM	L 10.55AM	L 7.30AM	WY	67	8.3	AJ.....CENTRAL AVE.....DN	139.2	800	A 6.10PM	A 8.30AM 723	A 10.00PM 623	A 6.43PM	A 6.40AM		Via Third Sub-Division and West Duluth.	A 2.10PM 63						
	f 8.41	11.00	12.02AM	2.39	f 8.36	10.59	f 7.34		60	10.7	POKEGAMA.....	136.8	80	f 6.05	f 8.23	9.55	6.39	5.34			f 2.00						
	f 9.04	11.20	12.16	2.46	f 8.49	11.08	f 7.44		74	15.7	WG.....ANTON.....	131.8	44	f 5.54	f 8.14	9.47	6.31	5.21			f 1.40						
		11.31	12.24	2.51	8.56	11.13	7.49		78	18.4	STATE LINE.....	129.1			5.48	8.09	9.42	6.27	5.14			1.28					
	f 9.25	11.38	12.29	2.54	f 9.00	11.17	f 7.52		70	20.1	BARKER.....	127.4	42	f 5.45	f 8.06	9.38	6.24	5.10			f 1.20						
	s 9.39	11.50PM	f 12.36	3.00	s 9.08	11.22	s 8.00 58		82	23.1	WQ.....WRENSHALL.....DN	124.4	80	s 5.39	s 8.00 55	9.33	6.19	f 5.04			f 1.05						
	L 8.20AM 59-55	A 10.00AM 61	L 12.10AM 65	A 12.48AM 623	A 3.08PM	s 9.25 60	s 11.30	s 8.15 727	WY OC	86	27.5	UN.....CARLTON.....DN	120.0		s 5.30	s 7.52 727	s 9.25 57	L 6.12PM	L 4.54AM			A 2.15PM	L 12.45PM				
	f 8.40		1.15		f 9.35	11.38	f 8.25		91	32.4	IVERSON.....	115.1	80	f 5.20	f 7.42	9.18						f 2.00					
	s 9.00		1.35		s 9.45	11.47	s 8.35		Y	96	37.2	SA.....SAWYER.....D	110.3	80	s 5.10	s 7.34	9.11					s 1.45					
	f 9.26		1.50		f 9.59	11.59AM	f 8.47		102	43.7	CORONA.....	103.8	75	f 4.57	f 7.22	9.02						f 1.13					
s 9.48		2.05		s 10.10	12.07PM	s 8.57	W	108	49.1	CM.....CROMWELL.....DN	98.4	75	s 4.46	s 7.12	8.53					s 12.48							
s 10.13		2.25		s 10.23	12.18 728	s 9.09		114	55.2	WT.....WRIGHT.....D	92.3	80	s 4.33	s 7.00	8.43					s 12.18PM 59							
s 10.38		2.40		s 10.36	12.28	s 9.21		120	61.3	TK.....TAMARACK.....D	86.2	75	s 4.20	s 6.48	8.34					s 11.20AM							
f 10.54 728		2.50		f 10.44	12.36	f 9.28		125	65.3	GRAYLING.....	82.2	80	f 4.12	f 6.40	8.28					f 10.54 727							
s 11.10 11.45AM		3.30		s 10.57	s 12.44	s 9.38	YWC	129	70.5	MG.....MCGREGOR.....DN	77.0	E 75 W 75	s 4.01	s 6.30	s 8.20					s 10.30							
f 12.01PM		3.45		f 11.05	12.52	f 9.45 728		133	74.5	LANSFORD.....	73.0	75	f 3.52	f 6.20	8.14					f 9.45 55							
s 12.25		4.00		f 11.14	1.00	s 9.54		138	79.3	K.....KIMBERLY.....D	68.2	80	s 3.42	f 6.12	8.07					s 9.10							
f 12.55		4.18		f 11.26	1.09	f 10.05		144	85.1	ROSSEBURG.....	62.4	80	f 3.30	f 6.01	7.58					f 8.45							
s 1.20 59		4.38		s 11.40	s 1.20 727	s 10.17	W	150	91.1	KN.....AITKIN.....DN	56.4	E 80 W 80	s 3.18	s 5.50	s 7.47					s 8.25							
f 1.49		4.53		f 11.49PM	1.27	f 10.26		155	95.9	CEDAR LAKE.....	51.6	80	f 3.08	f 5.41	7.40					f 7.35							
s 2.20		5.30 58		s 12.01AM	s 1.37	s 10.37		160	101.5	DO.....DEERWOOD.....DN	46.0	80	s 2.56	s 5.30 623	s 7.32					s 7.20							
f 2.46 56		5.46		f 12.09	1.44	f 10.44	W	165	105.5	KLONDYKE.....	42.0	80	f 2.46 727	f 5.21	7.25					f 7.05							
f 3.20		6.00		f 12.20	1.53	f 10.54		170	111.0	LOERCH.....	36.5	80	f 2.35	f 5.10	7.17					f 6.50							
L 7.00AM 628	A 3.50PM		6.30 719-728		s 12.35 12.50	s 2.05 2.10 56	s 11.08 11.16	WCO TY	177	118.2	B.....BRAINERD.....DN	29.3	E 95	s 2.20 2.10 59	s 4.55 4.45	s 7.05				L 6.30AM 623		A 11.35AM					
f 7.13		7.00		f 1.00	2.16	f 11.23 720			181	122.6	BAXTER.....	24.9	80	f 2.00	f 4.37	6.54					f 11.23 55						
f 7.28		7.15		f 1.13	2.25	f 11.33			187	128.2	SYLVAN.....	19.3	80	f 1.49	f 4.28	6.46					s 10.58						
s 7.50		7.26		s 1.20	2.30	s 11.39			191	131.6	PQ.....PILLAGER.....D	15.9	80	s 1.42	s 4.22	6.40					s 10.45						
f 8.05		7.41		f 1.30	2.39	f 11.48			196	136.6	WHEELLOCK.....	10.9	80	f 1.32	f 4.13	6.31					f 10.22						
s 8.30		7.55		s 1.37	2.44	s 11.55AM	W	199	140.3	MO.....MOTLEY.....DN	7.2	E 80 W 80	s 1.25	s 4.07	6.26					s 10.10							
f 8.45		8.10		f 1.46	2.49	f 12.03PM			203	144.4	HAYDEN.....	3.1	80	f 1.16	f 4.00	6.20					f 9.40						
A 8.55AM 720			A 8.30AM		A 1.55AM	A 2.55PM	A 12.10PM	WCO TY	207	147.5	SO.....STAPLES.....DN	0.0		L 1.10PM	L 3.55AM	L 6.15PM						L 9.30AM 719					
Ex. Sun.	Ex. Sun.	Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily						Daily	Daily	Daily	Daily	Daily		Ex. Sun.	Ex. Sun.	Ex. Sun.					
1.55	6.55	1.30	8.55	.53	.33	5.10	3.53	4.33						4.50	4.25	3.45	.31	.40		7.45	1.25	2.05					
15.2	13.1	12.2	15.6	21.7	34.9	26.9	35.5	30.5						28.8	31.5	36.9	37.1	25.0		12.3	13.0	14.0					

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

Territory between Loerch and Omaha mine is part of Loerch yard.
 Territory between Deerwood and Orelan is part of Deerwood yard.
 No. 57 wait at Brainerd for No. 11.
 No. 63-64-59-60 will register at Central Ave. by ticket.
 All trains reduce speed to twelve (12) miles per hour between east switch and passenger station Brainerd.
 No. 719 has right over No. 720, Brainerd to 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. 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.
 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

"N O T"					
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.	Ar. Bald Eagle	7.16 a. m.	Ar. White Bear	7.19 a. m. Ex. Sun.
Lv. "	8.27 a. m.	" "	8.30 a. m.	" "	" 8.34 a. m. Ex. Sun.
Lv. "	9.35 a. m.	" "	9.39 a. m.	" "	" 9.42 a. m. Sunday only.
Lv. "	9.52 a. m.	Ar. "	9.56 a. m.	Ar. "	" 10.00 a. m. Ex. Sun.
Lv. "	10.29 a. m.	Ar. "	10.32 a. m.	Ar. "	" 10.35 a. m. Sunday only.
Lv. "	12.37 p. m.	Ar. "	12.40 p. m.	Ar. "	" 12.43 p. m. Ex. Sun.
Lv. "	12.51 p. m.	Ar. "	12.54 p. m.	Ar. "	" 12.57 p. m. Sunday only.
Lv. "	2.52 p. m.	Ar. "	2.55 p. m.	Ar. "	" 2.59 p. m. Ex. Sun.
Lv. "	5.18 p. m.	Ar. "	5.22 p. m.	Ar. "	" 5.25 p. m. Ex. Sun.
Lv. "	5.42 p. m.	Ar. "	5.45 p. m.	Ar. "	" 5.49 p. m. Ex. Sun.
Lv. "	6.42 p. m.	Ar. "	6.45 p. m.	Ar. "	" 6.49 p. m. Daily.
Lv. "	7.13 p. m.	Ar. "	7.17 p. m.	Ar. "	" 7.20 p. m. Sunday only.
Lv. "	9.28 p. m.	Ar. "	9.31 p. m.	Ar. "	" 9.35 p. m. Daily.
Lv. "	10.03 p. m.	Ar. "	10.06 p. m.	Ar. "	" 10.09 p. m. Daily.
Lv. "	11.37 p. m.	Ar. "	11.40 p. m.	Ar. "	" 11.44 p. m. Daily.

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

THIRD SUB-DIVISION
(MAIN LINE)

EASTWARD

"NOTE"

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

FIRST CLASS										TIME TABLE No. 46A										SECOND CLASS				THIRD CLASS			
										October 25, 1920. Succeeding No. 46.										628				728	722	724	726
										STATIONS										Freight				Way Freight	Way Freight	Way Freight	Way Freight
										Telegraph Offices and Calls										Daily				Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.
										DU.....DULUTH.....DN										A 5.30M							
										5.5																	
										68 78 72 64 62 66										628				728	722	724	726
										Passenger Passenger Passenger Passenger Passenger Passenger										Freight				Way Freight	Way Freight	Way Freight	Way Freight
										Ex. Sun. Sun. Only Daily Daily Ex. Sun. Daily										Daily				Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.
										A 10.55AM A 7.25PM A 2.20PM A 6.30AM										A 5.30M							
										WATER, FUEL, SEALS, TURN TABLES AND WYES										WCY OT							
										Car Capacity of Sidings																	
										Distance from Duluth										140.4	WB 71						
										DU.....DULUTH.....DN																	
										5.5																	
										68 78 72 64 62 66										628				728	722	724	726
										Passenger Passenger Passenger Passenger Passenger Passenger										Freight				Way Freight	Way Freight	Way Freight	Way Freight
										Ex. Sun. Sun. Only Daily Daily Ex. Sun. Daily										Daily				Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.
										A 10.55AM A 7.25PM A 2.20PM A 6.30AM										A 5.30M							
										WATER, FUEL, SEALS, TURN TABLES AND WYES										WCY OT							
										Car Capacity of Sidings																	
										Distance from Duluth										140.4	WB 71						
										DU.....DULUTH.....DN																	
										5.5																	
										68 78 72 64 62 66										628				728	722	724	726
										Passenger Passenger Passenger Passenger Passenger Passenger										Freight				Way Freight	Way Freight	Way Freight	Way Freight
										Ex. Sun. Sun. Only Daily Daily Ex. Sun. Daily										Daily				Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.
										A 10.55AM A 7.25PM A 2.20PM A 6.30AM										A 5.30M							
										WATER, FUEL, SEALS, TURN TABLES AND WYES										WCY OT							
										Car Capacity of Sidings																	
										Distance from Duluth										140.4	WB 71						
										DU.....DULUTH.....DN																	
										5.5																	
										68 78 72 64 62 66										628				728	722	724	726
										Passenger Passenger Passenger Passenger Passenger Passenger										Freight				Way Freight	Way Freight	Way Freight	Way Freight
										Ex. Sun. Sun. Only Daily Daily Ex. Sun. Daily										Daily				Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.
										A 10.55AM A 7.25PM A 2.20PM A 6.30AM										A 5.30M							
										WATER, FUEL, SEALS, TURN TABLES AND WYES										WCY OT							
										Car Capacity of Sidings																	
										Distance from Duluth										140.4	WB 71						
										DU.....DULUTH.....DN																	
										5.5																	
										68 78 72 64 62 66										628				728	722	724	726
										Passenger Passenger Passenger Passenger Passenger Passenger										Freight				Way Freight	Way Freight	Way Freight	Way Freight
										Ex. Sun. Sun. Only Daily Daily Ex. Sun. Daily										Daily				Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.
										A 10.55AM A 7.25PM A 2.20PM A 6.30AM										A 5.30M							
										WATER, FUEL, SEALS, TURN TABLES AND WYES										WCY OT							
										Car Capacity of Sidings																	
										Distance from Duluth										140.4	WB 71						
										DU.....DULUTH.....DN																	
										5.5																	
										68 78 72 64 62 66										628				728	722	724	726

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

AUTOMATIC BLOCK SIGNALS BETWEEN WHITE BEAR AND WEST DULUTH JUNCTION

All eastward trains will come to a full stop at double track switch at West Duluth Junction and will know that track is not obstructed by trains crossing over to Grassy Point Line or to Fond du Lac branch. 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.

Wyoming—Eastward siding is that which is East of the station; Westward siding is that which is West of the station.

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.

Rush City—Eastward siding extends from a point 3300 feet east of, to 7000 feet west of station; Westward siding is that which extends from the Wye west.

On Sundays, Nos. 63 and 64 will stop on flag at Harris, Barnum and Willow River.
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.

WESTWARD

FIFTH SUB-DIVISION
(WASHBURN BRANCH)

EASTWARD

SECOND CLASS			TIME TABLE No. 46A October 25, 1920. Succeeding No. 46.										SECOND CLASS		
95			STATIONS										96		
Mixed			Telegraph Offices and Calls										Mixed		
Mo. We. and Fri.													Mo. We. and Fri.		
L	2.00PM	WCY	WD 34	0.0	WASHBURN.....	34.0	40	A	12.18PM				A	12.18PM	
f	2.12		WD 31	3.5	ENGOE.....	30.5		f	12.06PM				f	12.06PM	
f	2.34		WD 24	9.8	ENDERLINE.....	24.2	28	f	11.45AM				f	11.45AM	
f	2.49		WD 20	14.2	HEAD QUARTERS.....	19.8	Spur	f	11.30				f	11.30	
s	3.10		WD 14	20.2	LENAWEE.....	13.8	45	s	11.10				s	11.10	
f	3.23		WD 10	23.8	CODA.....	10.2	30	f	10.58				f	10.58	
f	3.30		WD 8	25.8	SLOW BRIDGE.....	8.2	Spur	f	10.51				f	10.51	
f	3.44		WD 4	29.7	BENA.....	4.3	30	f	10.38				f	10.38	
A	4.00PM	WY	28	34.0	RV.....IRON RIVER.....D	0.0		L	10.20AM				L	10.20AM	
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.

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

WESTWARD

EIGHTH SUB-DIVISION
(TAYLORS FALLS BRANCH)

EASTWARD

SECOND CLASS		FIRST CLASS				Water, Fuel, Stables, Turn Tables and Wyes	Station Numbers	Distance from Taylors Falls	TIME TABLE No. 46A October 25, 1920. Succeeding No. 46.				Distance from Wyoming	Car Capacity of Sidings	FIRST CLASS			SECOND CLASS	
725		79	77	67	76				78	68		726							
Mixed		Passenger	Passenger	Passenger	Passenger				Passenger	Passenger		Mixed							
Ex. Sun.		Sun. only	Ex. Sun.	Ex. Sun.					Sun. Only	Ex. Sun.		Ex. Sun.							
L 3.25PM 725	L	3.50PM 79	L 12.10PM	L 6.10AM	WT		0.0	TAYLORS FALLS YARD.... 0.7	20.2	A 10.55AM	A 3.45PM 79	A 7.45PM	A	3.15PM 725					
s 3.30	s	3.55	s 12.15	s 6.20		LF21	0.7	FA.....TAYLORS FALLS.....D 2.4	19.5	10	s 10.50	s 3.41	s 7.40	s	3.10				
s 3.45	f	4.05	f 12.26	f 6.25		LF17	3.1	FRANCONIA..... 3.1	17.1	30	f 10.40	f 3.34	f 7.32	s	2.57				
s 3.55	s	4.12	s 12.35	s 6.31		LF14	6.2	SP.....SHAFERS .....D 2.4	14.0	22	s 10.31	s 3.27	s 7.23	s	2.45				
s 4.10	s	4.19	s 12.45	s 6.38		LF10	9.6	CN....CENTRE CITY.....D 1.7	10.6	14	s 10.23	s 3.19	s 7.15	s	2.30				
s 4.25	s	4.24	s 12.51	s 6.43		LF 9	11.3	MC.....LINDSTROM.....D 2.0	8.9	50	s 10.17	s 3.15	s 7.10	s	2.20				
s 4.40	s	4.31	s 1.00	s 6.50		LF 6	13.9	GO....CHISAGO CITY.....D 6.3	6.3	42	s 10.10	s 3.09	s 7.04	s	2.05				
A 5.00PM	A	4.45 PM	A 1.15PM 726	A 7.10AM	WY	L 123	20.2	WI.....WYOMING.....DN	0.0	120	L 9.55AM	L 2.55PM	L 6.50PM	L	1.45PM 77				
Ex. Sun.		Sun. only	Ex. Sun.	Ex. Sun.							Ex. Sun.	Sun. Only	Ex. Sun.		Ex. Sun.				
1.35		.55	1.05	1.00				Time Over Sub-division			1.00	.50	.55		1.30				
12.7		22.0	18.6	20.1				Average Speed per Hour			20.1	24.2	22.0		13.4				

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

Passenger trains will stop on flag at Russell Beach.

WESTWARD

SIXTH SUB-DIVISION
(CLOQUET BRANCH)

EASTWARD

SECOND CLASS			FIRST CLASS			Water, Fuel, Seales, Turn Tables and Wyes	Station Numbers	Distance from Carlton	TIME TABLE No. 46A		Distance from Cloquet	Car Capacity of Sidings	FIRST CLASS		SECOND CLASS		
99	75	97		71	73				October 25, 1920. Succeeding No. 46.				72	92	98	74	100
Mixed	Mixed	Mixed		Passenger	Passenger				STATIONS				Passenger	Passenger	Mixed	Mixed	Mixed
Ex. Sun.	Ex. Sun.	Ex. Sun.		Daily	Daily				Telegraph Offices and Calls				Daily	Daily	Ex. Sun.	Ex. Sun.	Ex. Sun.
L 3.15PM 74	L 1.35PM	L 7.10AM		L 6.20PM	L 8.20AM 98				UN.....CARLTON.....DN 8.1	5.8			A 9.50AM	A 7.05PM	A 8.00AM 73	A 3.00PM 99	A 5.10PM
* 3.30	* 1.47	* 7.20		* 6.30	* 8.30	SCANLON..... 2.7	2.7	* 9.38	* 6.55	* 7.50	* 2.48	* 4.58					
A 3.45PM	A 1.55PM	A 7.30AM 98		A 6.40PM 92	A 8.40AM	CQ.....CLOQUET.....D	0.0	L 9.30AM	L 6.45PM 71	L 7.40AM 97	L 2.40PM	L 4.50PM					
Ex. Sun.	Ex. Sun.	Ex. Sun.		Daily	Daily			Daily	Daily	Ex. Sun.	Ex. Sun.	Ex. Sun.					
.30	.20	.20		.20	.20	Time Over Sub-division		.20	.20	.20	.20	.20					
11.6	17.4	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.

WESTWARD

SEVENTH SUB-DIVISION
(GRANTSBURG BRANCH)

EASTWARD

SECOND CLASS		FIRST CLASS		TIME TABLE No. 46A										FIRST CLASS		SECOND CLASS	
735		101		October 25, 1920. Succeeding No. 46.										102		736	
Mixed		Passenger		STATIONS										Passenger		Mixed	
Ex. Sun.		Ex. Sun.		Telegraph Offices and Calls										Ex. Sun.		Ex. Sun.	
L	2.50PM	L	11.36AM 102	T	LE17	0.0	G.....GRANTSBURG.....D 6.5				17.0	40	A	11.30AM 101	A	2.00PM	
	3.18	f	11.52AM		LE11	6.5	LIND SPUR..				10.5		s	11.13		1.35	
	3.33	s	12.07PM		LE 7	10.3	BENSON.....				6.7	18	s	11.02		1.18	
	3.40	s	12.12		LE 5	11.9	ST. CROIX RIVER.....				8.1	5	s	10.57		1.10	
A	4.00PM	A	12.30PM 780	WYO	L 99	17.0	RC.....RUSH CITY.....DN				0.0	120	L	10.45AM	L	12.52PM 101	
Ex. Sun.		Ex. Sun.		Time Over Sub-division										Ex. Sun.		Ex. Sun.	
1.10		.58		Average Speed per Hour										.45		1.08	
14.8		17.6												21.8		15.0	

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.

WESTWARD

NINTH SUB-DIVISION
(CUYUNA NORTHERN RAILWAY)

EASTWARD

THIRD CLASS		FIRST CLASS		Water, Fuel, Stables, Turn Tables and Wyes	Station Number.	Distance from Deerwood.	TIME TABLE No. 46A			Distance from Trommald.	Car Capacity of Siding.	FIRST CLASS		THIRD CLASS	
739	737		801				October 25, 1920. Succeeding No. 46					800		738	740
Mixed	Mixed		Soo Line Passenger 165				STATIONS					Soo Line Passenger 164		Mixed	Mixed
Ex. Sun.	Ex. Sun.		Ex. Sun.				Telegraph Offices and Calls					Ex. Sun.		Ex. Sun.	Ex. Sun.
L 10.40AM	L 7.30AM				160	0.0	DO.....DEERWOOD.....DN	3.9	7.2				A 10.20AM	A 2.40PM	
s 10.55	s 7.45		L 12.05PM	LK 4	3.9	RN.....IRONTON.....D	Soo Line 0.7 Track Connection	3.3	3.3	A 1.55PM		s 10.05	s 2.25		
10.58	7.48		A 12.07PM		4.6	SOO JUNCTION.....	Soo Line 0.6 Track Connection	2.6	2.6	L 1.53PM		10.02	2.22		
					5.2	C. M. L. JCT.....	2.0	2	2						
A 11.10AM	A 8.00AM			LK 7	7.2	TROMMALD.....		0.0	0.0			L 9.50AM	L 2.10PM		
Ex. Sun.	Ex. Sun.		Ex. Sun.							Ex. Sun.		Ex. Sun.	Ex. Sun.		
.30 14.4	.30 14.4		.02 21.6				Time Over Sub-division Average Speed per Hour			.02 21.6		.30 14.4	.30 14.4		

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 Trommald.

No. 739 has right over No. 740, Deerwood to Trommald.

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.

No. 1. 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. 2. 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. 3. 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. 4. 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 Hinckley and Duluth.

Nos. 727 and 728 between Brainerd and Duluth.

Nos. 719 and 720 between Brainerd and Staples.

No. 5. 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. 6. 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. 7. 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.

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 line.

Light engines backing up will not exceed twenty (20) miles per hour. Switch Engines moving over main track, running ahead or backing up, will not exceed a speed of fifteen (15) miles per hour.

Passenger trains will reduce speed to twenty-five (25) miles per hour, and freight trains will reduce speed to fifteen (15) miles per hour in approaching and passing stations where train orders are to be delivered to their trains.

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

Trains will reduce speed to ten (10) miles per hour between 22nd Ave. west and 7th Ave. West, Ashland.

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—Class W, W4 engines must not use tracks as follows:

Hugo—House and spur tracks.

Wyoming—Helm'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.

Carlton—Zenith gravel pit track.

Deerwood—Loading track.

Brainerd—Track No. 17 in new yard.

Iverson—South Spur.

Motley—North Spur.

Wrenshall—Wrenshall Brick & Hart Spurs.

COMMERCIAL SPURS.

SECOND SUB-DIVISION

Distance from Duluth.

Zenith Gravel Spur.....30.2 Miles.

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 "

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.
Wiehe.....	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.
Sawyer.....	North Siding.....	East End.
Wright.....	Loading Track.....	West End.
McGregor.....	West Siding.....	East End.
McGregor.....	Transfer Track.....	West End.
Loerch.....	Wilcox Branch.....	West of Main Line Con- nection.
Brainerd.....	Hospital Spur.....	West End.

THIRD SUB-DIVISION.

Station	Track	Location
Bald Eagle.....	Wye Track.....	East End.
Garen.....	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.
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Authorized Surgeons—Lake Superior Division

LOCATION OF STRETCHERS (S)

DR. A. W. IDE, Chief Surgeon, Brainerd Hospital (s).
 DR. J. A. EVERT, Asst. Surgeon, Brainerd Hospital.
 DR. H. G. COLLIE, Asst. Surgeon, Brainerd Hospital.
 Brainerd Shops (s). Brainerd Passenger Station (s).

LOCAL SURGEONS

DR. J. W. JESION, Room 320, Gen. Office Bldg., St. Paul,
 Telephone Cedar 2340.
 DR. P. A. HOFF, 833 Lowry Bldg., St. Paul.
 DR. ALFRED HOFF, 833 Lowry Bldg., St. Paul.
 DR. E. L. MANN, 718 Lowry Bldg., St. Paul.
 DR. F. J. MITCHELL, 896 Payne Ave., St. Paul.
 DR. V. L. SATTERLUND, 896 Payne Ave., St. Paul.
 DR. E. W. OSTERGREN, 991 Payne Ave., St. Paul.
 DR. F. L. BECKLEY, 348 Prior Ave., St. Paul.
 DR. J. J. RYAN, 348 Prior Ave., 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. I. C. McDONALD, 601 Syndicate Bldg., Minneapolis.
 DR. R. R. CRAMNER, 601 Syndicate Bldg., Minneapolis.
 DR. C. A. UNDINE, 636 Syndicate Bldg., Minneapolis.
 E. Minneapolis (s).
 Minneapolis Car Foreman's Office (s).
 Minneapolis Tool Car (s).
 Minneapolis Northtown Transfer (s).
 DR. J. H. McCLANAHAN, White Bear (s).
 DR. T. S. McCLANAHAN, White Bear.
 DR. B. J. MERRILL, Stillwater.
 Wyoming (s).
 DR. J. A. POIRIER, Forest Lake.
 DR. C. A. ANDERSON, Rush City (s).
 DR. A. O. FLOM, Chicago City.
 DR. E. I. BUNKER, Grantsburg.
 DR. E. L. STEPHAN, Hinckley (s).

DR. F. R. WALTERS, Moose Lake.
 DR. O. S. WATKINS, Carlton (s).
 DR. J. D. GILBERT, Carlton.
 DR. JAMES FLEMING, Cloquet (s).
 DR. C. S. KNOX, 219 Albany Block, East End, Superior.
 DR. R. K. LOHMILLER, 406 Board of Trade Bldg., Superior.
 Superior Freight Station (s).
 Central Avenue (s). East End Station (s).
 DR. A. J. BRADEN, 400 Lyceum Bldg., Duluth.
 DR. G. ST. CLAIR, 400 Lyceum Bldg., Duluth.
 DR. C. L. HANEY, Sloan Bldg., Duluth.
 DR. O. E. HEIMARK, 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, Wis.
 DR. J. J. RATCLIFFE, Aitkin, Minn. (s).
 DR. B. W. KELLY, Aitkin, Minn.
 DR. S. S. SHANNON, Ironton, Minn.
 DR. F. H. ALLEN, Staples (s).
 DR. F. H. KNICKERBOCKER, Staples.

SPECIALISTS

DR. A. C. HEATH, Nose and Throat, 339 Lowry Bldg., St.
 Paul.
 DR. J. W. CHAMBERLIN, Oculist and Aurist, 734 Lowry
 Bldg., St. Paul.
 DR. L. A. NELSON, Oculist and Aurist, 734 Lowry Bldg.,
 St. Paul.
 DR. H. S. CLARK, Oculist and Aurist, 616 Syndicate Bldg.,
 Minneapolis.
 DR. J. A. WINTER, Oculist and Aurist, 600 Fidelity Bldg.,
 Duluth.
 DR. C. D. CONKEY, Oculist and Aurist, 600 Fidelity Bldg.,
 Duluth.
 DR. C. G. NORDIN, Oculist and Aurist, Brainerd.

NOTES.

SURGEONS will attend when called upon officially, to all cases of acci-
 dent occurring to employees or passengers. In cases of sickness it is the in-
 tention to limit medical service to the locality or town where a surgeon re-
 sides, unless some urgent necessity exists, for which distinct official auth-
 ority 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 author-
 ized 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 author-
 ized 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.

	E 3 D 2-3		D 5 and S 10		T		W 4		W	
	65	Cars	70	Cars	99	Cars	99	Cars	99	Cars
Maximum Train Limit	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars
Westward.										
Ashland to Iron River	610	14	720	16	.....	.....	.....	.....	.....	.....
Iron River to Central Ave	700	16	800	18	.....	.....	.....	.....	.....	.....
Duluth to Sawyer, 2nd S-d .....	.....	.....	800	18	1150	26	1350	28	1550	35
Sawyer to Brainerd .....	.....	.....	1600	36	2300	52	2700	60	3100	70
Brainerd to Staples .....	.....	.....	2000	45	2600	58	3100	70	3500	80
Duluth to Carlton, 3rd S-d .....	.....	.....	600	14	950	21	1150	26	1200	25
Carlton to Hinckley .....	.....	.....	1700	39	2300	52	2700	55	3100	70
Hinckley to White Bear .....	.....	.....	2000	45	2600	58	3000	60	3500	80
Eastward.										
Staples to Duluth .....	.....	.....	2000	42	2650	56	2950	66	3350	80
Central Ave. to Iron River	650	15	750	17	.....	.....	.....	.....	.....	.....
Iron River to Ashland	840	19	940	21	.....	.....	.....	.....	.....	.....
White Bear to Hinckley .....	.....	.....	1900	46	2250	55	2550	65	3350	80
Hinckley to Groningen .....	.....	.....	1450	35	1850	50	2250	60	2750	65
Groningen to Duluth .....	.....	.....	1900	46	2250	55	2550	65	3350	80

W Engines will handle 60 and W4-52 loads of ore, Deerwood to Duluth.

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 condi- tions, 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 Sawyer and Duluth to Otter Creek via either the Second or Third Subdi- visions.

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. M. DRISCOLL,
Asst. Superintendent.

T. B. QUINN,
Trainmaster.

D. E. NICHOLS,
Trainmaster.

H. J. COUNCILMAN,
Trainmaster.

F. E. POTTER,
Chief Dispatcher.

OSCAR DAVIDSON,
GEORGE STEINER,
Asst. Chief Dispatchers.

A. S. CRITCHFIELD,
ROBERT FIRTH,
JNO. P. FOX,

TRAIN DISPATCHERS

F. B. KNOWLTON,
E. J. WIGG,
F. R. HARKINS,

C. R. SKELLY,
V. H. COYER.

