

NORTHERN PACIFIC RAILWAY COMPANY

LAKE SUPERIOR DIVISION

TIME 48 TABLE

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

SUNDAY, JULY 2, 1922.

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 Instructions and always have for reference a copy of TRANSPORTATION RULES.

C. L. NICHOLS,
General Manager.

NEWMAN KLINE,
General Superintendent.

W. H. STRACHAN,
Superintendent.

P. H. McCAULEY,
General Superintendent of Transportation.

WESTWARD

FIRST SUB-DIVISION
(MAIN LINE)

EASTWARD

THIRD CLASS

FIRST CLASS

TIME TABLE No. 48

July 2, 1922.
Succeeding No. 47D

STATIONS

Telegraph Office and Calls

FIRST CLASS

THIRD CLASS

THIRD CLASS				729	FIRST CLASS				THIRD CLASS			
				Way Freight	Passenger				Way Freight			
Ex. Sun.					Daily	Daily			Mo. We. and Fri.	Tue. Thur. and Sat.		
				L 8:00 ^W	L 4:40 ^W	L 8:55 ^W	0	8.0	A 1:30 ^W	A 1:40 ^W		
				I 8:15	I 4:51	I 9:05	8	4.4	I 1:10	I 1:20		
				I 8:35	I 5:04	I 9:17	10	10.3	I 12:55	I 1:05		
				I 8:55	I 5:19	I 9:30	16	16.3	I 12:40	I 12:48		
				I 9:20	I 5:23	I 9:34	19	19.1				
				I 9:35	I 5:36	I 9:46	24	22.7	I 12:05 ^W	I 12:25		
				I 9:55	I 5:50	I 9:58	26	26.4	I 9:20 ^W	I 10:10 ^W		
				I 10:15	I 5:59	I 10:05	28	28.4	I 9:09	I 11:03		
				I 10:30	I 6:06	I 10:12	32	32.1	I 9:01	I 10:51		
				I 10:39	I 6:09	I 10:15	35	36.4	I 8:57	I 10:48		
				I 10:48	I 6:16	I 10:24	40	40.0				
				I 11:22	I 6:19	I 10:28	41	41.5	I 8:42	I 9:30		
				I 11:33	I 6:26	I 10:34	44	44.0	I 8:34	I 9:20		
				I 11:40	I 6:29	I 10:38	48	48.5	I 8:29	I 9:05		
				I 11:50 ^W	I 6:36	I 10:45	48	48.1	I 8:21	I 8:50		
				I 12:05 ^W	I 6:41	I 10:51	50	50.5	I 8:14	I 8:30		
				I 12:25	I 6:47	I 10:59	55	53.5	I 7:55	I 8:05		
					I 6:53	I 11:07	57	56.7				
					I 6:57	I 11:12	59	58.5				
					I 7:05	I 11:20	61	61.5				
				A 12:45 ^W	A 7:10 ^W	A 11:25 ^W	63	63.3	L 7:35 ^W	L 7:45 ^W		

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

				A 2:00 ^W	A 7:50 ^W	A 12:15 ^W	WCO TY	75.5	DU	DULUTH	DN	8.0	L 3:45 ^W	L 8:00 ^W		L 6:00 ^W	L 6:05 ^W					
				Ex. Sun.	Daily	Daily							Daily	Daily		Mo. We. and Fri.	Tue. Thur. and Sat.					
				4.05	3.30	2.30							3.30	3.30		3.55	4.15					
				15.8	25.8	25.8							27.1	25.8		16.1	16.8					

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

SPECIAL INSTRUCTIONS, PAGES 6, 7 AND 8.

EASTWARD

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.
AUTOMATIC BLOCK BETWEEN CARLTON AND CENTRAL AVENUE.
DOUBLE TRACK BETWEEN STATE LINE AND ANTON.
SPECIAL INSTRUCTIONS PAGES 6, 7, AND 8

Northern Pacific Railway Company

Office of Superintendent Lake Superior Division

Duluth, Minn., June 26th 1922

Bulletin

Circular No. 31*

All Concerned:

Effective Monday, July 3rd during the
continuance of Time Table No. 48*.

trains 721 and 722 will run Tri-weekly between St. Paul, White Bear
and Hinckley; Train 722 will run Mondays, Wednesdays and Fridays;
Train 721 will run Tuesdays, Thursdays and Saturdays.

This cancels Bulletin No. 10 of March 30th, 1922.

W. H. STRACHAN. . . .

Superintendent.

EASTWARD

BETWEEN WEST DULUTH JCT. 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.

AUTOMATIC BLOCK BETWEEN WHITE BEAR AND WEST DULUTH JUNCTION.

SPECIAL INSTRUCTIONS, PAGES 6, 7 AND 8

" H O T "

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

Lv. White Bear	7:13 a. m.	Lv. Bald Eagle	7:15 a. m.	Ar. White Bear	7:19 a. m.	Daily
Lv. "	8:55 a. m.	Lv. "	8:53 a. m.	Ar. "	9:01 a. m.	Daily Ex. Sun.
Lv. "	10:29 a. m.	Lv. "	10:22 a. m.	Ar. "	10:35 a. m.	Sunday only.
Lv. "	11:13 a. m.	Lv. "	11:16 a. m.	Ar. "	11:20 a. m.	Daily Ex. Sun.
Lv. "	12:37 p. m.	Lv. "	12:40 p. m.	Ar. "	12:43 p. m.	Daily Ex. Sat. & Sun.
Lv. "	12:51 p. m.	Lv. "	12:55 p. m.	Ar. "	12:57 p. m.	Sunday only.
Lv. "	5:13 p. m.	Lv. "	5:16 p. m.	Ar. "	5:19 p. m.	Sat. only.
Lv. "	5:43 p. m.	Lv. "	5:46 p. m.	Ar. "	5:50 p. m.	Daily Ex. Sun.
Lv. "	6:43 p. m.	Lv. "	6:46 p. m.	Ar. "	6:50 p. m.	Daily Ex. Sun.
Lv. "	7:13 p. m.	Lv. "	7:16 p. m.	Ar. "	7:20 p. m.	Daily Ex. Sun.
Lv. "	10:03 p. m.	Lv. "	10:07 p. m.	Ar. "	10:10 p. m.	Daily
Lv. "	11:37 p. m.	Lv. "	11:40 p. m.	Ar. "	11:43 p. m.	Daily.

Northern Pacific Railway Company

Office of Superintendent ~~Lake Superior~~ Division

Duluth, Minn., June 26th 1922

Bulletin

Circular No. 30

All Concerned:

Monday,

Effective ~~July 3rd~~ during the

continuance of Time Table No. 48*.

the assignment of Train 730 will include the "Coda" Branch (4th Sub-Division, this cancels Bulletin No. 23 of May 20th, 1922:

Miles		Ex. Sun.
73	40M	2.5
	7.50	2.5
97	7.40M	2.5
Daily		Ex. Sun.

[illegible]

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

THIRD CLASS	FIRST CLASS					Station	Distance from Taylor Yard	TIME TABLE No. 48.				Distance from Wyoming	Car Capacity of Pullman	FIRST CLASS			THIRD CLASS
725	77	85	91	97	July 2, 1922. Succeeding No. 47D.						76			88	78	726	
Way Freight	Passenger	Passenger	Passenger	Passenger	Ex. Sun.	Daily	Sun. only	STATIONS				Daily	Ex. Sun.	Daily	Ex. Sun.	Way Freight	
Ex. Sun.	Daily	Sun. only	Ex. Sun.	Ex. Sun.				Telegraph Office and Calls									
L 10.35	L 7.50 ⁶⁵	L 3.35	L 12.30	L 6.10	WT	0.0		TAYLORS FALLS YARD 0.7						A 11.35	A 7.45 ⁷⁷	A 4.05	A 10.05
• 10.40	• 8.00	• 3.40	• 12.40	• 6.20	WT	0.7	LF31	PA. TAYLORS FALLS 2.4						• 11.30	• 7.40	• 4.00	• 10.00
• 11.20	• 8.08	• 3.54	• 12.46	• 6.26	WT	9.1	LF17	FRANCONIA 2.4						• 11.20 ⁷⁵	• 7.32	• 3.54 ⁸⁵	• 9.50
• 11.35	• 8.14	• 4.01	• 12.54	• 6.31	WT	9.3	LF14	SF SHAFERS 2.4						• 11.11	• 7.23	• 3.47	• 9.35
• 11.55	• 8.23	• 4.11	• 1.02	• 6.38	WT	9.9	LF10	CN. CENTRE CITY 1.7						• 11.03	• 7.15	• 3.39	• 9.20
• 12.10	• 8.27	• 4.17	• 1.07	• 6.43	WT	11.3	LF 9	MC. LINDSTROM 2.6						• 10.57	• 7.10	• 3.35	• 9.05
• 12.30	• 8.35	• 4.26	• 1.14	• 6.50	WT	11.8	LF 8	DO. CHICAGO CITY 0.3						• 10.50	• 7.04	• 3.29	• 8.45
A 12.45	A 8.50	A 4.45	A 1.30	A 7.10	WT	20.3	L123	WI. WYOMING DN						L 10.35	L 6.60	L 3.15	L 8.20
Ex. Sun.	Daily	Sun. only	Ex. Sun.	Ex. Sun.				Time Over Sub-division						Daily	Ex. Sun.	Daily	Ex. Sun.
2.10	1.00	1.10	1.00	1.60				Average Speed per Hour						1.00	.85	.50	1.45
9.3	20.3	17.3	20.3	20.3										20.3	22.9	24.3	11.8

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

WESTWARD										FIFTH SUB-DIVISION (CLOQUET BRANCH)										EASTWARD										WESTWARD										SIXTH SUB-DIVISION (GRANTSBURG BRANCH)										EASTWARD									
SECOND CLASS					FIRST CLASS					Train, Pull. Coach, and Yard Limits	Station Numbers	Distance from Cut-off	TIME TABLE No. 48. July 2, 1922. Succeeding No. 47D.					Distance from Cut-off at Bridges	FIRST CLASS					SECOND CLASS					Train, Pull. Coach, and Yard Limits	Station Numbers	Distance from Grantsburg	TIME TABLE No. 48. July 2, 1922. Succeeding No. 47D.					Distance from Bank City	Car Capacity at Bridges	FIRST CLASS					SECOND CLASS															
89	75	87	71	73	STATIONS								72	82	98	74	100		735	101	STATIONS					102	736																																
Mixed	Mixed	Mixed	Passenger	Passenger	Telephone Office and Calls								Passenger	Passenger	Mixed	Mixed	Mixed		Mixed	Passenger	Telephone Office and Calls					Passenger	Mixed																																
Ex. Sun.	Ex. Sun.	Ex. Sun.	Daily	Daily									Daily	Daily	Ex. Sun.	Ex. Sun.	Ex. Sun.		Ex. Sun.	Ex. Sun.						Ex. Sun.	Ex. Sun.																																
L 3:00 ^{PM}	L 1:36 ^{PM}	L 7:10 ^{AM}	L 6:45 ^{PM}	L 8:20 ^{PM}	WC D K	SS	0.0	CUN	CARLTON	DN	8.8	A 9:50 ^{AM}	A 6:30 ^{AM}	A 8:00 ^{AM}	A 2:25 ^{PM}	A 5:10 ^{PM}	L 2:15 ^{PM}	L 1:32 ^{PM}	T LE 17	0.0	GRANTSBURG	DB	17.0	40	A 11:30 ^{AM}	A 8:20 ^{AM}																																	
" 3:18	" 1:47	" 7:20	" 6:56	" 8:30	WO D K	LO 4	8.1	SCANLON			2.7	" 9:38	" 6:40	" 7:50	" 2:13	" 4:58	" 2:37	" 11:52 ^{AM}	LE 11	8.4	LIND SPUR	SB	10.4	"	" 11:13	" 1:23																																	
A 3:30 ^{AM}	A 1:58 ^{AM}	A 7:30 ^{AM}	A 8:05 ^{AM}	A 8:40 ^{AM}	WO D K	LO 7	8.8	CQ	CLOQUET	D	0.0	L 9:30 ^{AM}	L 6:10 ^{AM}	L 7:40 ^{AM}	L 2:08 ^{PM}	L 4:50 ^{PM}	" 2:50	" 12:07 ^{PM}	LE 7	10.8	BENSON	SB	8.7	18	" 11:02	" 1:10																																	
Ex. Sun.	Ex. Sun.	Ex. Sun.	Daily	Daily								Daily	Daily	Ex. Sun.	Ex. Sun.	Ex. Sun.	" 2:56	" 12:12	LE 8	11.9	ST. CROIX RIVER	SB	8.1	6	" 10:57	" 1:05																																	
.30	.30	.20	.30	.30								.30	.30	.30	.30	.30	A 3:26 ^{PM}	A 12:30 ^{PM}	WYOL 99	17.6	RUSH CITY	DN	0.0	120	L 10:45 ^{AM}	L 12:52 ^{AM}																																	
11.9	17.4	17.4	17.4	17.4								17.4	17.4	17.4	17.4	17.4																																											
No. 97 is superior to No. 98. No. 73 is superior to No. 92. No. 99 is superior to No. 109.										No. 73 is superior to 72. No. 76 is superior to 74.																																																	

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

Northern Pacific Railway Co.

Office of Superintendent Lake Superior Division

Duluth, Minn. July 18th 19 22

Bulletin

Circular No. 35*

All Concerned:

Effective July 15th and during the
continuance of Time Table No. 48.

up to and including September 30th, Train No. 60 will stop
on flag at Motley and Pillager.

W. H. STRACHAN. . . .

Superintendent.

Northern Pacific Railway Company

Office of Superintendent Lake Superior Division

Duluth, Minn., July 10th 19 22

Bulletin No. 34

Circular No. _____

All Concerned:

Third Sub-Division

Effective at once & during the

continuance of Time Table No. 48*.

up to and including September 1st, Train 64 will stop on flag at Sturgeon Lake.

W. E. STRAGHAN.

Superintendent.

Office of Superintendent Lake Superior Division

Duluth, Minn., June 29th 18 22

BULLETIN
~~Circular~~ No. 33*

All Concerned:

Effective July 1st and during the
continuance of Time Table No. 48*.

Train 63 will stop at Barnum on Saturday, up to and including
September 1st, on account of Y. W. C. A. Encampment.

W. H. STRACHAN.

Superintendent.

Duluth, Minn., June 28th 1922

NOTICE

Circular No. 57*

All Concerned:

Effective at once and during the

continuance of Time Table No. 48*.

Train No. 60 will "STOP" at Sawyer, Sunday Nights, up to and including August 6th, for passengers for Superior and Duluth.

W. H. STRACHAN.

Superintendent.

WESTWARD

THIRD CLASS		FIRST CLASS	
739	737	801	800
Mixed	Mixed	See Line Passenger	See Line Passenger
Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.
10:40	7:30	10:40	7:30
10:55	7:45	10:55	7:45
10:58	7:48	10:58	7:48
11:10	8:00	11:10	8:00
Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.
10	10	10	10

STATIONS		STATIONS	
DO	DEERWOOD	DO	DEERWOOD
IRONTON	IRONTON	IRONTON	IRONTON
300 JUNCTION	300 JUNCTION	300 JUNCTION	300 JUNCTION
C. M. L. JCT.	C. M. L. JCT.	C. M. L. JCT.	C. M. L. JCT.
TROMMALD	TROMMALD	TROMMALD	TROMMALD
Time Over Sub-Division	Time Over Sub-Division	Time Over Sub-Division	Time Over Sub-Division
Average Speed per Hour	Average Speed per Hour	Average Speed per Hour	Average Speed per Hour

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

No. 737 is superior No. 739.

Special Instructions Pages 7 and 8.

No. 739 is superior to No. 748.

SPECIAL INSTRUCTIONS

FIRST SUBDIVISION.

(MAIN LINE.)

- At Ashland—Trainmen and Enginemen will familiarize themselves with the schedule of C. & N. W. and Omaha first class trains, when using main tracks.
- Bridge Restrictions—Speed will be restricted over Bridge O, Vaughan Avenue, Bridge 5, Fish River, Bridge 29, Iron River, Bridge 48, Poplar River, Bridge 49, Middle River and Bridge 53, Amnicon River, as follows:
Engines, classes T, Q-3, Q-4, W, W-1, W-2 and W-4, eight (8) miles per hour.
Engines, classes Q-5, W-3, Z, Z-2 and Z-3 not permitted.
Speed will be restricted over Bridge 37, Brule River, as follows:
Engines, classes Q-5, W, W-1, W-2 and W-4, eight (8) miles per hour.
Engines, classes Q, Q-1, Q-2, Q-3, Q-4, R, S, S-1, S-2, S-3, S-4, S-10, X, Y, Y-1, Y-2, Y-3, Y-4 and Y-5 twenty (20) miles per hour.
Engines, classes W-3, Z, Z-1, Z-2 and Z-3, not permitted.
Engines, classes Q-5, W, W-1, W-2 and W-4, not permitted.
- Speed Restrictions—All trains must reduce speed to ten (10) miles per hour between 22nd Ave. W. and 7th W. West, Ashland.
Class T—Engines, 20 miles per hour, on curves 15 miles per hour.
- Register Stations—
Central Avenue Passenger Station.
Iron River
Ashland Freight Office and C. & N. W. Ry. Passenger Station.
- Bulletin Stations—
Ashland Freight Office.
- Derail Switches—
Wentworth.....East End Siding.
Poplar.....West End Siding.
Wiebe.....East End Siding.
Maple.....West End Siding.
Pearson.....West End Siding.
Iron River.....West End Transfer Track.

SECOND SUBDIVISION.

(MAIN LINE.)

- At Brainerd—
Connection with the Minnesota & International Railway just west of the Mississippi River Bridge is governed by automatic signals.
- Pusher Districts—
Central Avenue to Sawyer.
- Double Track Switches—at Anton will be kept set and locked for westward track. Switches at State Line are handled from tower.

- Retainers must be used on grades between Iverson and Central Avenue and other grades where in the judgment of the Enginemen they are necessary; Conductors are responsible for the application of retaining valves on commencement of descent and for their release at the foot of grades. Such full use of retainers is required as will prevent placing an undue amount of braking on any particular car or cars and as will afford full opportunity for enginemen to recharge and retain a maximum air pressure at all points.
- At Carlton—Eastward Freight Trains and Light engines from the Second Subdivision will head in on North Siding.
Westward Trains, Switch Crews or Branch Trains will not use North Siding without permission from the Dispatcher.
- Engine Restrictions—Engines, Classes W, W-1, W-3 and W-4 must not use the following tracks except that Class W engines may turn on the wye at McGregor by using the east leg first:
Wrenshall.....Brick and Hart Spurs.
Carlton.....Zenith Gravel Pit Track.
Iverson.....South Spur.
Tamarack.....Stock Track.
McGregor.....Class W engines turning on Wye, will use East Leg first.
Aitkin.....Hole Track and Power House Spur.
Deerwood.....Loading Track.
Brainerd.....Track No. 17 is New Yard.
Motley.....North Spur.

- Speed Restrictions—At Brainerd twelve (12) miles per hour between East Switch and Passenger Station.
- Joint Tracks—Trainmen and Enginemen when using Soo Line Tracks between Cedar Lake Junction and Kennedy Mine will supply themselves with Soo Line Time Tables which may be procured at McGregor. Trainmen and Enginemen will familiarize themselves with the schedules of the St. Paul Division and M. & I. first class trains at Brainerd, when using Main Tracks at that point.
- At Leorch—Territory between Leorch and Omaha Mine is a part of Leorch Yard.
- At Deerwood—Territory between Deerwood and Orlands is a part of Deerwood Yard.
- Special Stops, Connections, Etc.—
No. 57 will wait at Brainerd for No. 11.
No. 58 will wait at Staples for Nos. 8 and 4.
No. 59 will wait at Staples for No. 10; at Brainerd for No. 31.
No. 60 will wait at Staples for No. 2.
Nos. 63 and 64 will stop on flag at Central Ave. for Twin City Passengers.
Nos. 58 and 60 will stop at all stations to discharge passengers from Fargo and west and from Red River Branch.
Freight trains authorized to carry adult male passengers from and to points at which these trains stop for other purposes:
Nos. 727 and 728 between Carlton and Brainerd.
Nos. 719 and 720 between Brainerd and Staples.
- Register Stations—
Central Avenue Passenger Station.
Carlton Telegraph Office.
Brainerd Telegraph Office.
Staples. Yard Office or Telegraph Office.

- enger Station.
Office.
arehouse.
graph Office.
enger Station.
enger Station.
Staples Yard Office.
Staples Roundhouse.
- Standard Clerks—
Duluth Passenger Station.
Carlton Telegraph Office.
Staples Passenger Station.
Brainerd Passenger Station.
 - Watch Inspectors—
E. S. B.Duluth, 421 West Superior St.
O. F. WennerlundDuluth.
O. L. BurnettBrainerd.
H. L. WaldronStaples.
 - Derail Switches—
Iverson.....East End Siding.
Iverson.....East End Loading Track.
Sawyer.....East End North Siding.
Wright.....East End Loading Track.
McGregor.....East End West Siding.
McGregor.....West End Transfer Track.
Leorch.....East End Omaha Mine Spur.
Brainerd.....West End Hospital Spur.
 - Commercial Spurs—
Zenith Gravel Pit Spur.....Miles from Duluth 30.2
Grass Twine Spur.....Capacity 30
.....5

THIRD SUBDIVISION.

(MAIN LINE.)

- Pusher Districts—West Duluth to Otter Creek.
- At West Duluth Junction—All eastward trains must come to a stop at double track switch and know that track is not obstructed by trains crossing to Grassy Point Line or the Fond du Lac Branch.
- At White Bear—Trainmen and Enginemen will familiarize themselves with the schedules of the Saint Paul Division first class trains when using main track at that point.
- Retainers—Retainers must be used on grades between Brownell and West Duluth Junction. Conductors are responsible for the application of retaining valves on commencement of descent, and for their release at foot of grade. Such full use of retainers is required as will prevent placing an undue amount of braking on any particular car or cars, and as will afford full opportunity for Enginemen to recharge and retain maximum air pressure at all points.
- Engine Restrictions—Engines Classes W, W-1, W-3 and W-4 must not use the following tracks:
Pine City.....Beyond Highway Crossing east of depot on House track.
Rock Creek.....Beyond Highway Crossing on Loading Spur.
Rush City.....Mercantile Spur west end of Yard.
Rush City.....Mill Spur east end of Yard.
Harris.....Spur Track west end of Yard.
Wyoming.....Helm's Spur.
Hugo.....House and Stock Tracks West End.
- Speed Restrictions—Eastward Freight Trains must not exceed any one mile in two minutes and thirty seconds, Brownell to Smithville and must use not less than twelve minutes, Brownell to Short Line Park and nine minutes, Short Line Park to Smithville. These restrictions do not apply to light engines or to engines running with cabooses only.
Freight Trains and Light Engines ten (10) miles per hour through Village Limits, Rush City.
Rock Creek. All trains reduce speed to 15 miles per hour.
- Special Stops and Connections—Etc.
Passenger Trains will wait twenty minutes at White Bear for connections.
On Sundays Nos. 63 and 64 will stop on flag at Barnum, Willow River and Harris.
No. 63 will stop at Wyoming and Forest Lake to discharge passengers from east of Wyoming.
No. 64 will take passengers from White Bear for points beyond Wyoming where scheduled to stop.
No. 64 will stop on flag at Forest Lake and Wyoming for passengers destined beyond Wyoming and where scheduled to stop.
Freight Trains authorized to carry adult male passengers from and to points at which these trains stop for other purposes:
Nos. 721 and 722 between Hinchley and Rush City.
Nos. 723 and 724 between Carlton and Hinchley.
Nos. 67, 68, 76, 77, 78, 79, 80, 82, 83, 85 and 91 will stop on signal at Collette, one and one fourth miles east of Bald Eagle.
- Registering Stations—
West Duluth Passenger Station.
Carlton Telegraph Office.
Hinchley Passenger Station.
Wyoming.
White Bear.
- Register Exceptions—Eastward trains register at Wyoming by ticket, Form 608, and will not require clearance if Train Order Signal is in clear position. Eastward Trains register at West Duluth by ticket, Form 608, and will not require clearance if train order signal is in clear position.

SPEED TABLE.

Miles		
Time Per Mile	Per	
Mins.	Secs.	Hour
1	..	60
1	1	59
1	2	58
1	3	57.1
1	4	56.2
1	5	55.3
1	6	54.5
1	7	53.7
1	8	52.9
1	9	52.1
1	10	51.4
1	12	50
1	15	48
1	20	45
1	25	42.3
1	30	40
1	40	36
1	45	34.3
1	50	32.7
2	..	30
2	10	27.6
2	15	26.6
2	20	25.7
2	30	24
2	40	22.5
2	45	21.8
2	50	21.2
3	..	25
3	9	19
3	20	18
3	31	17
3	45	16
4	..	15
4	..	12
5	..	10
7	30	8
10	..	6

TONNAGE RATING FREIGHT ENGINES.

	Class of Engines							
	E 3 D 2-3	D 5 and S 10	T	W 4	W	W 3		
Maximum Train Limit.	65 Cars	70 Cars	90 Cars	90 Cars	90 Cars	90 Cars		
Westward.	Tons Cars	Tons Cars	Tons Cars	Tons Cars	Tons Cars	Tons Cars		
Asbland 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	1750 40		
Sawyer to Brainerd	.....	1600 30	2300 52	2700 60	3100 70	3600 80		
Brainerd to Staples	.....	2000 45	2600 58	3100 70	3500 80	3600 80		
Duluth to Carlton, 3rd S-d	.....	600 14	950 21	1150 26	1200 25	1500 30		
Carlton to Hinckley	.....	1700 30	2300 52	2700 60	3100 70	3600 80		
Hinckley to White Bear	.....	2000 45	2600 58	3000 60	3500 80	4000 80		
Eastward.								
Staples to Duluth	.....	2000 42	2650 56	2950 66	3350 80	3800 80		
Central Ave. to Iron River	650 16	750 17	.....	.....	.....	.....		
Iron River to Asbland	840 19	940 21	.....	.....	.....	.....		
White Bear to Hinckley	.....	1900 46	2250 55	2550 65	3350 80	3500 80		
Hinckley to Groningen	.....	1450 35	1850 50	2250 60	2750 65	3300 80		
Groningen to Duluth	.....	1900 46	2250 55	2550 65	3350 80	3500 80		

Above rating is based on trains consisting of loads only and rating is calculated for an average speed of ten miles per hour.

For each car added to number specified above, deduct ten tons from rating of engine; for each car less than number specified above, add ten tons to rating of engine.

Westward trains with two engines will not handle more tonnage than the combined rating of both engines.

In figuring tonnage of the car, less than 1,000 pounds will not be counted; one thousand pounds or more will be counted one ton.

To secure full tonnage rating a fraction of weight of car more than rating must be counted rather than a fraction less.

Train dispatcher will determine rate to be handled when reduction is necessary account of weather conditions, except that for temperature alone the following rule will be applied by all concerned:

Reduce rating—5% between 30 above and 20 above; 10% between 20 and 10 above zero; 15% between 10 above and 10 below zero; 25% when temperature is below 10 below zero.

When engines are unable to haul the rating, Engineman will designate to conductors the number of tons to be reduced and will wire the Superintendent why the reduction is necessary. It must be distinctly understood that the responsibility for reducing train below rating of engine must be assumed by the Engineman and not the conductor.

This rating is made to govern ruling grades only, and will in no manner interfere with the handling of additional tonnage where the grades will permit.

In making up or filling out trains the following rules will be followed as far as practicable:

Solid trains of loads or solid trains of empties.

Where trains consist of both loads and empties, loads in the middle with empties divided 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.

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, Asbland 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'-0"	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"
Fourth 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"
Fifth 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"
Sixth 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"
Seventh 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"
Eighth 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.

F. L. BIRDSALL,
Trainmaster.

H. J. COUNCILMAN,
Trainmaster.

F. E. POTTER,
Chief Dispatcher.

