

NORTHERN PACIFIC RAILWAY COMPANY

LAKE SUPERIOR DIVISION

TIME 50A TABLE

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

SUNDAY, OCTOBER 14, 1923.

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.

FIRST SUB-DIVISION
(MAIN LINE)

WESTWARD

EASTWARD

THIRD CLASS					FIRST CLASS			Water, Fuel, Sealer Turn Tables, Wyes and Yard Limits.	Station Numbers	Distance from Ashland	TIME TABLE No. 50A			Distance from Duluth	Car Capacity of Siding	FIRST CLASS		THIRD CLASS				
729					53	51	October 14, 1923. Succeeding No. 50				52	54	730			732						
Way Freight					Passenger	Passenger	STATIONS				Passenger	Passenger	Way Freight			Way Freight						
Ex. Sun.					Daily	Daily	Telegraph Offices and Calls				Daily	Daily	Mo. We. and Fri.			Tue. Thur. and Sat.						
				L 8.00AM	L 4.40PM	L 8.45AM	WC OT X	0	0.0	AD	ASHLAND C. & N. W. Crossing 4.6 Track Conn.	D	75.8	Yard	A 6.45PM	A 11.15AM	A 1.30PM	A 1.10PM				
				f 8.15		4.50		5	4.6		ASHLAND JCT. C. St. P. M. & O. Crossing 5.6		71.2	None	s 6.34	s 11.00	f 1.10	f 12.50				
				f 8.35		f 5.02		10	10.2		MOQUAH 6.1		65.6	32	f 6.22	f 10.49	f 12.55	f 12.35				
				f 8.55		f 5.15		16	16.3		INO 1.8		59.5	30	f 6.08	f 10.39	f 12.40	f 12.18PM				
						f 5.19		19	18.1		SPIDER 5.6		57.7		f 6.05	f 10.31						
				f 9.21		f 5.31		24	23.7		TOPSIDE 4.7		52.1	30	f 5.53	f 10.18	f 12.05PM	f 11.55AM				
				s 9.39 10.15 51-54-730		s 5.42 52		23	23.4	RV	IRON RIVER 4.0	D	47.4	30	s 5.42 53	s 10.08 729-730	s 11.30AM 9.20 51-54-729	s 11.40 10.50				
				f 10.30 732		f 5.54		32	32.4		MUSKEG 2.7		43.4	30	f 5.30	f 9.58 51	f 9.09	f 10.30 729				
				f 10.40		f 6.03		35	35.1		TARTER 1.3		40.7	13	f 5.23	f 9.53	f 9.01	f 10.15				
				s 10.45		s 6.08		36	36.4	BX	BRULE 3.6	D	39.4	35	s 5.20	s 9.50	s 8.57	s 10.07 10.02 51				
						f 6.16		40	40.0		BELLWOOD 1.5		35.8	Spur	f 5.11	f 9.42						
				f 11.04		f 6.20		41	41.5		BLUEBERRY 2.5		34.3	31	f 5.07	f 9.39 732	f 8.42	f 9.44 9.30 54				
				f 11.14		s 6.26		44	44.0	MN	MAPLE 1.5	D	31.8	13	s 5.01	s 9.34	f 8.34	f 9.20				
				f 11.20		f 6.29		45	45.5		WIEHE 2.6		30.3	22	f 4.57	f 9.30	f 8.29	f 9.05				
				f 11.30		s 6.35		48	48.1	AR	POPLAR 2.2	D	27.7	16	s 4.51	s 9.24	f 8.21	f 8.50				
				f 11.50AM		s 6.40		50	50.3		WENTWORTH 3.2		25.5	20	s 4.46	s 9.18	f 8.14	f 8.30				
						f 6.47		53	53.5		AMNICON FALLS 3.2		22.3		f 4.38	f 9.10						
				f 12.15PM		f 6.54		57	56.7		CUTTER 1.8		19.1	20	f 4.30	f 9.01	f 7.55	f 8.05				
						f 6.58		59	58.5		PARKDALE 3.0		17.3		f 4.26	f 8.57						
				12.40		f 7.05		61	61.5		ALLOUEZ N. W. C. and G. N. Crossings Interlocked 1.8 Track Conn.		14.3	70	f 4.19	f 8.50	7.40	7.50				
				A 12.45PM		A 7.10PM		63	63.3	SP	EAST END C. St. P. M. & O. Crossing Interlocked Track Conn.	D	12.5	Yard	L 4.15PM	L 8.45AM	L 7.35AM	L 7.45AM				

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

					A 2.00PM		A 7.50PM	A 12.05PM	WCO TY	WB 71	75.8	DU	DULUTH	DN	0.0		L 3.35PM	L 8.00AM			L 6.00AM	L 6.05AM							
					Ex. Sun.		Daily	Daily									Daily	Daily			Mo. We. and Fri.	Tue. Thur. and Sat.							
					4.09		2.30	2.33	.....	.....	.....		Time Over Sub-division		.....	.....	2.30	2.30			3.45	4.16							
					15.1		25.3	24.8	.....	.....	.....		Average Speed Per Hour		.....	.....	25.3	25.3			16.9	14.9							

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

SPECIAL INSTRUCTIONS, PAGES 6, 7 AND 8.

WESTWARD

SECOND SUB-DIVISION
(MAIN LINE)

EASTWARD

THIRD CLASS			SECOND CLASS	FIRST CLASS					Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits	Station Numbers	Distance from Duluth	TIME TABLE No. 50A October 14, 1923 Succeeding No. 50.			Distance from Staples	Car Capacity of Sidings	FIRST CLASS					THIRD CLASS		
719	727	623	65	63	57	59	55	STATIONS				58	56	60			64	66	728	720				
Way Freight	Way Freight	Freight	Passenger	Passenger	Passenger	Passenger	Passenger	Telegraph Offices and Calls				Passenger	Passenger	Passenger			Passenger	Passenger	Way Freight	Way Freight				
Ex. Sun.	Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily					Daily	Daily	Daily			Daily	Daily	Ex. Sun.	Ex. Sun.				
			L 11.30AM	L 1.20PM	L 7.30PM	L 9.10AM	L 7.00AM	WCO TYX	WB 71	0.0	DU	DULUTH 8.3	DN	147.5		A 9.00AM	A 6.25PM	A 10.25PM	A 6.45PM	A 6.30AM				
BETWEEN CENTRAL AVE. AND DULUTH TRAINS WILL BE GOVERNED BY DULUTH AND SUPERIOR TERMINALS TIME TABLE.																								
			L 10.50AM	L 12.15AM	L 2.00PM	L 8.00PM	L 9.35AM	L 7.30AM	WY X	67	8.3	AJ	CENTRAL AVE. G. N. Crossing 2.4	DN	139.2	800	A 8.35AM	A 5.55PM	A 10.00PM	A 6.03PM	A 6.40AM			
			11.00	12.22	2.03	f 8.06	9.39	f 7.35		69	10.7	Interlocked	POKEGAMA Interstate Ry. 5.0	Track Conn.	136.8	80	f 8.30	f 5.51	9.56	5.59	5.34			
			11.20	12.35	2.11	f 8.17	9.48	f 7.45		74	15.7	WG	ANTON 2.7		131.8	44	f 8.21	f 5.43	9.49	5.51	5.21			
			11.31	12.44	2.16	8.23	9.53	7.51		78	18.4	Interlocked	STATE LINE G. N. Crossing 1.7		129.1		8.16	5.38	9.45	5.47	5.14			
			11.38	12.49	2.19	f 8.28	9.57	f 7.56		79	20.1		BARKER 3.0		127.4	42	f 8.12	f 5.35	9.42	5.44	5.10			
			11.50AM	f 12.56	2.25	s 8.37	10.02	s 8.06 58		82	23.1	WQ	WRENSHALL 4.4	DN	124.4	80	s 8.06 55	s 5.30	9.37	5.39	f 5.04			
	L 9.25AM	12.05AM 12.50	A 1.08AM	A 2.33PM	s 8.50	s 10.10	s 8.16	WY OC X	86	27.5	UN	CARLTON Thrd Sub-division Crossing 4.9	DN	120.0		s 7.57	s 5.22	s 9.30	L 5.32PM	L 4.56AM		A 1.05PM		
	f 9.40	1.10			f 9.02	10.18	f 8.26		91	32.4	Interlocked	IVERSON 4.8		115.1	79	f 7.47	f 5.12	9.22				f 12.46		
	s 10.00	1.30			s 9.15 60	10.27	s 8.35	Y	93	37.2	SA	SAWYER 6.5	D	110.3	80	s 7.39	s 5.03	9.15 57				s 12.26PM		
	f 10.20	1.45			f 9.28	10.39	f 8.47		102	43.7		CORONA 5.4		103.8	80	f 7.28	f 4.51	9.05				f 11.59AM		
	s 10.39-59 10.47	2.00			s 9.39	10.47 727	s 8.57	W	103	49.1	CM	CROMWELL 6.1	DN	98.4	70	s 7.18	s 4.41	8.57				s 11.39		
	s 11.08 728	2.16			s 9.52	10.58 728	s 9.09		114	55.2	WT	WRIGHT 6.1	D	92.3	79	s 7.07	s 4.29	8.47				s 11.15 10.53 727-50		
	s 11.40	2.31			s 10.04	11.08	s 9.21		120	61.3	TK	TAMARACK 4.0	D	86.2	71	s 6.56	s 4.17	8.37				s 10.31		
	f 11.57AM	2.41			f 10.13	11.16	f 9.28		125	65.2		GRAYLING 5.2		82.2	80	f 6.48	f 4.10	8.31				f 10.15		
	s 12.36PM	3.30			s 10.25	s 11.24	s 9.38 728	YWC X	129	70.5	MQ	McGREGOR Soo Line Crossing 4.0	DN	77.0	E 70 W80	s 6.38	s 4.00	s 8.22				s 10.00 9.33 55		
	f 12.53	3.42			f 10.33	11.31	f 9.45		133	74.5	Interlocked	LANSFORD 4.8		73.0	70	f 6.30	f 3.52	8.14				f 9.23		
	s 1.15	3.55			f 10.42	11.38	s 9.54		138	79.3	KY	KIMBERLY 5.8	D	68.2	80	f 6.22	s 3.42	8.07				s 9.04		
	f 1.30	4.10			f 10.53	11.47	f 10.05		144	85.1		ROSSBURG 6.0		62.4	80	f 6.12	f 3.30	7.58				f 8.39		
	s 2.05	4.25			s 11.05	s 11.57AM	s 10.17	WX	150	91.1	KN	AITKIN 4.8	DN	56.4	E 74 W77	s 6.01	s 3.18	s 7.47				s 8.15		
	f 2.20	4.40			f 11.15	12.05PM	f 10.26		155	95.9		CEDAR LAKE Soo Line 5.6	Track Connection	51.6	79	f 5.52	f 3.08	7.40				f 7.58		
	s 2.56 56	5.10			s 11.26	s 12.15	s 10.37	XY	160	101.5	DO	DEERWOOD 4.0	DN	46.0	80	s 5.42	s 2.56 727	s 7.32				s 7.34		
	f 3.09	5.34 58			f 11.35	12.21	f 10.44	W	165	105.5		KLONDYKE 5.5		42.0	80	f 5.34 623	f 2.46	7.25				f 7.20		
	f 3.25	5.55			f 11.46PM	12.30	f 10.54		170	111.0		LOERCH 7.2		36.5	80	f 5.25	f 2.35	7.17				f 6.58		
L 7.00AM 623	A 3.45PM	6.30 719-728			s 12.05AM 12.20	s 12.41 12.46	s 11.08 11.15	WCO TYX	177	118.2	B	BRAINERD M. & I. Ry. 4.4	DN	29.3	E 95	s 5.14 5.09	s 2.20 2.10	s 7.05				L 6.30AM 623	A 11.35AM	
f 7.17		7.00			f 12.29	12.52	f 11.23 720		181	122.6		BAXTER 5.6		24.9	80	f 5.02	f 2.00	6.54				f 11.23 55		
f 7.39		7.15			f 12.40	1.02	f 11.33		187	128.2		SYLVAN 3.4		19.3	80	f 4.54	f 1.49	6.46				s 10.58		
s 7.52		7.26			s 12.48	1.08	s 11.39		191	131.6	PG	PILLAGER 5.0	D	15.9	80	s 4.49	s 1.42	6.40				s 10.45		
f 8.12		7.41			f 1.00	1.16	f 11.48		196	136.6		WHELOCK 3.7		10.9	80	f 4.42	f 1.31	6.31				f 10.22		
s 8.26		7.55			s 1.08	1.23 59	s 11.55AM	W	199	140.3	MO	MOTLEY 4.1	DN	7.2	E 80 W80	s 4.36	s 1.23 59	f 6.26				s 10.10		
f 8.42		8.10			f 1.16	1.29	f 12.03PM		203	144.4		HAYDEN 3.1		3.1	80	f 4.30	f 1.16	6.20				f 9.40		
A 8.55AM 720		A 8.30AM			s 1.25AM	A 1.35PM	A 12.10PM	WCO TYX	207	147.5	SO	STAPLES	DN	0.0		L 4.25AM	L 1.10PM	L 6.15PM				L 9.30AM 719		
Ex. Sun.	Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily					Time Over Sub-division					Daily	Daily	Daily	Daily	Daily		Ex. Sun.	Ex. Sun.
1.55	6.20	8.55	.53	.33	5.10	8.55	4.33					Average Speed per Hour					4.05	4.35	3.45	.31	.44		5.46	2.05
15.2	14.3	15.6	21.7	34.9	26.9	35.5	30.5										24.0	30.3	37.1	37.1	26.2		15.7	14.0

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

WESTWARD

THIRD SUB-DIVISION
(MAIN LINE)

THIRD CLASS				SECOND CLASS	Water, Fuel, Boilers, Turn Tables, Wyes and Yard Limits.	Car Capacity of Sidings	Distance from Duluth	TIME TABLE No. 50A				Distance from White Bear	Station Numbers	FIRST CLASS																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																														
727	723	721	627	October 14, 1923. Succeeding No. 50.						61	63			65	71	67	79	77																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										

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 7.11 a. m. Lv. Bald Eagle 7.14 a. m. Ar. White Bear 7.17 a. m. Daily except Sunday.
Lv. " " 9.48 a. m. Lv. " " 9.55 a. m. Ar. " " 12.57 p. m. Sunday only.
Lv. " " 12.51 p. m. Lv. " " 2.42 p. m. Daily except Sunday.
Lv. " " 2.35 p. m. Ar. " " 5.48 p. m. Daily except Sunday.

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.
AUTOMATIC BLOCK BETWEEN WHITE BEAR AND WEST DULUTH JUNCTION.

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.
Lv. White Bear 7.11 a. m. Lv. Bald Eagle 7.12 a. m. Ar. White Bear 7.17 a. m. Daily Ex. Sunday.
Lv. " 9.43 a. m. Lv. " 9.52 a. m. Ar. " 9.55 a. m. Sunday only.
Lv. " 12.51 p. m. Lv. " 12.54 p. m. Ar. " 12.57 p. m. Sunday only.
Lv. " 2.35 p. m. Lv. " 2.38 p. m. Ar. " 2.42 p. m. Daily Ex. Sunday.
Lv. " 5.42 p. m. Lv. " 5.45 p. m. Ar. " 5.48 p. m. Daily Ex. Sun.

FIRST CLASS

TIME TABLE No. 50A.

SECOND CLASS

THIRD CLASS

October 14, 1923.
Succeeding No. 50.

STATIONS

Telegraph Offices and Calls

DULUTH

5.5

DN

140.4

WB

71

A 5.30AM

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

						A 10.35AM																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																					
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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.

WESTWARD				FOURTH SUB-DIVISION (CODA BRANCH)				EASTWARD				WESTWARD				SEVENTH SUB-DIVISION (TAYLORS FALLS BRANCH)				EASTWARD					
THIRD CLASS		Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits	Station Numbers	Distance from Coda.	TIME TABLE No. 50A. October 14, 1923. Succeeding No. 50.		Distance from Iron River	Car Capacity of Sidings	THIRD CLASS		Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits	Station Numbers	Distance from Taylors Falls	TIME TABLE No. 50A. October 14, 1923. Succeeding No. 50.		Distance from Wyoming	Car Capacity of Sidings	FIRST CLASS			SECOND CLASS				
Way Freight	Mo. We. and Fri.				STATIONS	Telegraph Offices and Calls			Way Freight	Mo. We. and Fri.				STATIONS	Telegraph Offices and Calls			Passenger	Passenger	Passenger	Mixed				
L 10-55AM		WD 10	0.0	CODA .8	9.0	80	A 10-45AM		L 7-30AM	L 7-50PM	L 3-35PM	L 12-25PM	L 6-10AM	WT X		0.0	A 10-50AM	A 7-45PM	A 4-05PM	A 3-25PM					
f 11-00		WD 8	0.8	SLOW BRIDGE 3.9	8.2	Spur	f 10-42		s 7-34	s 8-00	s 3-40	s 12-27	s 6-20		LF21	0.7	FA TAYLORS FALLS 2.4	D	19.5	10	s 10-48	s 7-40	s 4-00	s 3-22	
f 11-10		WD 4	4.7	BENA 4.3	4.3	80	f 10-30		s 7-49	f 8-08	s 3-54 78	f 12-33	f 6-25		LF17	2.1	FRANCONIA 3.1		17.1	30	f 10-42	f 7-32	f 3-54 79	s 3-12	
A 11-20AM	WY X	28	9.0	RV IRON RIVER	D	0.0	L 10-15AM		s 8-09	s 8-14	s 4-01	s 12-41	s 6-31		LF14	6.2	SF SHAFERS 3.4	D	14.0	22	s 10-34	s 7-23	s 3-47	s 2-59	
									s 8-31	s 8-23	s 4-11	s 12-50	s 6-38		LF10	9.6	CN CENTRE CITY 1.7	D	10.6	14	s 10-26	s 7-15	s 3-39	s 2-45	
									s 8-42	s 8-27	s 4-17	s 12-55	s 6-43		LF 9	11.8	MC LINDSTROM 2.6	D	8.9	50	s 10-20	s 7-10	s 3-35	s 2-38	
									s 8-59	s 8-35	s 4-26	s 1-02	s 6-50		LF 6	13.9	GO CHISAGO CITY 6.8	D	6.3	42	s 10-13	s 7-04	s 3-29	s 2-27	
									A 9-40AM	A 8-50PM	A 4-45PM	A 1-20PM	A 7-10AM	WY X	L 123	20.2	WI WYOMING	DN	0.0	120	L 9-55AM	L 6-50PM	L 3-15PM	L 2-00PM	
									Ex. Sun.	Sun. only	Sun. only	Ex. Sun.	Ex. Sun.									Daily	Ex. Sun.	Sun. only	Ex. Sun.
									2.10	1.00	1.10	.55	1.00									.55	.55	.50	1.25
									9.3	20.2	17.3	22.0	20.2									22.0	22.0	24.2	14.2

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

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			Water, Fuel, Groceries, Turn Tables, Wyes and Yard Limits	Station Numbers	Distance from Carlton	TIME TABLE No. 50A.			Distance from Cloquet	Car Capacity of Sidings	FIRST CLASS		SECOND CLASS			SECOND CLASS	FIRST CLASS	Water, Fuel, Groceries, Turn Tables, Wyes and Yard Limits	Station Numbers	Distance from Grantsburg	TIME TABLE No. 50A.			Distance from Rush City	Car Capacity of Sidings	FIRST CLASS	SECOND CLASS								
99	75	97		71	73				October 14, 1923. Succeeding No. 50.					72	92	98	74	100	735	101				October 14, 1923. Succeeding No. 50.					102	736								
Mixed	Mixed	Mixed		Passenger	Passenger				STATIONS					Passenger	Passenger	Mixed	Mixed	Mixed	Mixed	Passenger				STATIONS					Passenger	Mixed								
Ex. Sun.	Ex. Sun.	Ex. Sun.		Daily	Daily				Telegraph Offices and Calls					Daily	Daily	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.				Telegraph Offices and Calls					Ex. Sun.	Ex. Sun.								
L 3.00M	L 1.35M	L 7.10M		L 5.45M	L 8.20M ⁹⁸	WC OYX	85	0.0	UN	CARLTON 3.1	DN	5.8		A 9.50M	A 6.30M	A 8.00M ⁷³	A 2.25M	A 5.10M	L 2.15M ⁷³⁶	L 11.36M ¹⁰²	T	LE17	0.0	G	GRANTSBURG 6.5	D	17.0	46	A 11.30M ¹⁰¹	A 1.52M ⁷³⁶								
s 3.15	s 1.47	s 7.20		s 5.55	s 8.30		LC 4	3.1		SCANLON 2.7		2.7		s 9.38	s 6.20	s 7.50	s 2.13	s 4.58	f 2.37	f 11.52M		LE11	6.5		LIND SPUR 3.8		10.5		s 11.13	f 1.23								
A 3.30M	A 1.55M ⁷⁴	A 7.30M ⁹⁸		A 6.05M ⁹²	A 8.40M	WO	LG 7	5.8	CQ	CLOQUET	D	0.0		L 9.30M	L 6.10M ⁷¹	L 7.40M ⁹⁷	L 2.05M ⁷⁵	L 4.50M	s 2.50	s 12.07M		LE 7	10.3		BENSON 1.6		6.7	18	s 11.02	s 1.10								
Ex. Sun.	Ex. Sun.	Ex. Sun.		Daily	Daily									Daily	Daily	Ex. Sun.	Ex. Sun.	Ex. Sun.	f 2.56	s 12.12		LE 5	11.9		ST. CROIX RIVER 5.1		5.1	6	s 10.57	f 1.05								
.30	.20	.20		.20	.20					Time Over Sub-division				.20	.20	.20	.20	.20	A 3.25M	A 12.30M ⁷³⁶	WYO X	L 99	17.0	RC	RUSH CITY DN	0.0	120	L 10.45M	L 12.52M ¹⁰¹									
11.8	17.4	17.4		17.4	17.4					Average Speed per Hour				17.4	17.4	17.4	17.4	17.4																				
No. 97 is superior to No. 98. No. 71 is superior to No. 92. No. 99 is superior to No. 100.			No. 73 is superior to 72. No. 75 is superior to 74.																							Ex. Sun.		Ex. Sun.					Ex. Sun.		Ex. Sun.			
																										1.10		.54					Time Over Sub-division		.45		1.00	
																										14.5		18.8					Average Speed per Hour		22.6		17.0	

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

WESTWARD

EIGHTH SUB-DIVISION
(CUYUNA NORTHERN RAILWAY)

EASTWARD

THIRD CLASS			SECOND CLASS			FIRST CLASS			TIME TABLE No. 50A.			FIRST CLASS			SECOND CLASS			THIRD CLASS		
	741	739	737				801		October 14, 1923.				800			738	740	742		
	Soo Line Way Freight 189	Mixed	Mixed				Soo Line Passenger 165		Succeeding No. 50.				Soo Line Passenger 164			Mixed	Mixed	Soo Line Way Freight 188		
	Ex. Sun.	Ex. Sun.	Ex. Sun.				Ex. Sun.		STATIONS				Ex. Sun.			Ex. Sun.	Ex. Sun.	Ex. Sun.		
		L 10.40AM	L 7.30AM						Telegraph Offices and Calls							A 10.20AM	A 2.40PM			
	L 8.15AM	10.55	7.45				L 9.50PM		DO DEERWOOD DN 7.2				A 7.08AM			10.05	2.25	A 9.05AM		
									IRONTON D 3.3											
	A 8.18AM	10.58	7.48				A 9.52PM		Soo Line 0.7 Track Connection				L 7.06AM			10.02	2.22	L 9.02AM		
									Soo Junction 0.6 Track Connection											
									C. M. L. JCT. 2.0											
									TROMMARD 0.0											
	Ex. Sun.	Ex. Sun.	Ex. Sun.				Ex. Sun.					Ex. Sun.			Ex. Sun.	Ex. Sun.	Ex. Sun.			
	.03 14.0	.30 14.4	.30 14.4				.02 21.0		Time Over Sub-division Average Speed per Hour			.02 21.0			.30 14.4	.30 14.4	.03 14.0			

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

No. 737 is superior No. 738.

Special Instructions Pages 7 and 8.

No. 739 is superior to No. 740.

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, Ashland, 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, ten (10) miles per hour between 22nd Ave., West and 7th Ave., West, Ashland.
Class T—Engines, 20 miles per hour, on curves 15 miles per hour.
- Register Stations**—
Central Avenue Passenger Station.
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.
Tarter.....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**—
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 Sub-division 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 in New Yard.
Motley.....North Spur.
- Speed Restrictions**—At Brainerd twelve (12) miles per hour between East Switch and Passenger Station.
At Aitkin—15 miles per hour through village.
- 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 Loerch**—Territory between Loerch and Omaha Mine is a part of Loerch Yard.
- At Deerwood**—Territory between Deerwood and Orelands 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 No. 8.
No. 58 will wait 45 minutes at Staples for No. 4.
No. 60 will wait at Staples for No. 2.
No. 56 will wait at Staples for No. 10, at Brainerd for No. 31.
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.

13. Bulletin Stations—

Duluth Passenger Station.
Duluth Yard Office.
Duluth Roundhouse.
Carlton Telegraph Office.
Brainerd Passenger Station.
Staples Passenger Station.
Staples Yard Office.
Staples Roundhouse.

14. Standard Time Clocks—

Duluth Passenger Station.
Carlton Telegraph Office.
Staples Passenger Station.
Brainerd Passenger Station.

15. Watch Inspectors—

John Howard.....Duluth, 432 West 1st St.
O. F. Wennerlund.....Duluth.
C. L. Burnett.....Brainerd.
H. L. Waldron.....Staples.

16. Derail Switches—

Iverson.....East End Siding.
Iverson.....East End Loading Track.
Sawyer.....East End North Siding.
Wright.....West End Loading Track.
McGregor.....East End West Siding.
McGregor.....West End Transfer Track.
Loerch.....East End Omaha Mine Spur.
Brainerd.....West End Hospital Spur.

17. Commercial Spurs—

Zenith Gravel Pit Spur.....	Miles from Duluth 30.2	Car Capacity 80
Grass Twine Spur.....	72.6	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 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.
Harris.....Spur Track west end of Yard.
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 caboose 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.
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 Hinkley and Rush City.
Nos. 723 and 724 between Carlton and Hinkley.
Nos. 67, 68, 77, 78 and 79 will stop on signal at Collette, one and one fourth miles east of Bald Eagle.
- Registering Stations**—
West Duluth Passenger Station.
Carlton Telegraph Office.
Hinkley 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.

SPECIAL INSTRUCTIONS—Continued.

THIRD SUBDIVISION—Continued.

10. Bulletin Stations—

Duluth Passenger Station.
Duluth Yard Office.
Duluth Roundhouse.
Carlton Telegraph Office.
Hinckley Passenger Station.
Rush City " "
White Bear " "

11. Standard Time Clocks—

Duluth Passenger Station.
Carlton Telegraph Office.
Hinckley Passenger Station.
Rush City " "
White Bear " "

12. Watch Inspectors—

John Howard.....Duluth, 432 West 1st St.
O. F. Wennerlund.....Duluth.
George Cook.....White Bear.

13. Derail Switches—

Smithville.....East End Spur.
Short Line Park.....East End Siding.
Mile Post 17.....East End Spur.
Brownell.....East End Siding.
Friedland.....West End Loading Track.
Stacy.....West End House Track.
Garen.....West End Siding.
Bald Eagle.....East End Transfer Track.

14. Commercial Spurs—

	Miles from Duluth	Car Capacity
Power Company Spur.....	17.0	4
Garen Siding.....	130.7	8
Thornton Spur.....	45.7	15

FOURTH SUBDIVISION.

(CODA BRANCH.)

1. Connections—No. 96 will wait at Iron River for connections.

2. Register Stations—

Iron River Passenger Station.

3. Clearance Exceptions—

4. Derail Switches—

5. Trains 95 and 96 will carry passengers from and to points at which these trains stop for other purposes.

FIFTH SUBDIVISION.

(CLOQUET BRANCH.)

1. Register Stations—Carlton and Cloquet. Telegraph Office.

2. Standard Time Clock—Carlton. Telegraph Office.

3. Bulletin Station—Carlton. Telegraph Office.

4. Watch Inspector—L. A. Freeman, Cloquet.

SIXTH SUBDIVISION.

(GRANTSBURG BRANCH.)

1. Bridge Restrictions—Speed will be restricted over Bridge 5, St. Croix River, as follows:

Engines, classes S, S-1, S-2, S-3, S-4, S-10 and Q eight (8) miles per hour.
Double header engines, class F-1, eight (8) miles per hour.
Engines, classes T, Q-1 and heavier, not permitted.

2. Speed Restrictions—Trains, four (4) miles per hour on curve one quarter of a mile west of Grantsburg.

3. Register Stations—

Rush City Passenger Station.
Grantsburg Passenger Station.

4. Bulletin Station—

Rush City Passenger Station.

5. Standard Time Clock—

Rush City Passenger Station.

6. Commercial Spurs—

	Distance from Rush City	Car Capacity
St. Croix River.....	5.1	6
Lind Spur.....	10.5	4
Anderson's Spur.....	15.0	4

SEVENTH SUBDIVISION.

(TAYLORS FALLS BRANCH.)

1. Bridge Restrictions—Speed will be restricted over Bridges 18, 18.1, 18.2 and 19 as follows:

Engines classes G-1, G-2, W, W-1, W-2, W-4, T, Q-3 and Q-4, eight (8) miles per hour.

Double header engine, classes S, S-1, S-2, S-3, S-4, S-10 and Q, Q-1 and Q-2, eight (8) miles per hour.

Engine classes Q-5, W-3, Z, Z-1, Z-2 and Z-3, not permitted.

2. Special Stops, Etc.—Passenger trains will stop on flag at Russell Beach.

Freight trains authorized to carry adult male passengers from and to points at which these trains stop for other purposes:
Nos. 725 and 726, Wyoming and Taylors Falls.

3. Register Stations—

Wyoming. Passenger Station.
Taylors Falls Passenger Station.

4. Derail Switches—

Franconia.....West End Siding.

EIGHTH SUBDIVISION.

(IRONTON BRANCH.)

1. At Ironton—Track from Soo Line connection east of depot to connection about one mile west of depot will be used jointly by Northern Pacific and Soo Line Rys. Movements over this track must be made at a speed that will insure safe operation.

Trains using Soo Line Track between Ironton and Croft Mine connection will supply themselves with Soo Line time table which may be procured at Ironton.

2. Register Stations—Ironton Passenger Station.

Deerwood Passenger Station.

ALL SUBDIVISIONS.

1. 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.

2. Conductors of work trains will issue instructions to their flagmen in writing, except when flagman goes back immediately to stop approaching trains.

3. Speed Restrictions—Passenger Trains must not exceed a speed of one minute or sixty (60) seconds per mile.
Class W, W-1, W-2 and W-3 Engines thirty (30) miles per hour and Light Engines backing up twenty (20) miles per hour.

All trains fifteen (15) miles per hour passing telegraph offices where train orders are received.

Trains fifteen (15) miles per hour through Crossovers entering Passing Tracks and thirty (30) miles per hour through Interlocking Plants.

4. Sidings blocked by occupied outfit cars must not be used to meet or pass trains.

5. When necessary to take slack of freight trains with helper engine on the rear, it should be done by the helper engine.

6. Except as otherwise provided or when running light without Conductor, Enginemen will only be required to consult register at initial or starting point.

7. Before moving a work or wrecking train whistle signal (14-b) or (14-h) must be sounded for the protection of men working about such trains.

8. The following signs when placed in columns provided indicate:

W—Water.
C—Fuel.
O—Track scales.
T—Turntable.
Y—Wye.
D—Day office only.
DN—Day and night office.
P—Telephone.
X—Yard limits.

AUTHORIZED SURGEONS.

LOCATION OF STRETCHERS (S)

Dr. A. W. IDE, Chief Surgeon, N. P. B. A. Hospital, St. Paul.
Dr. J. A. EVERT, Associate Surgeon, N. P. B. A. Hospital, St. Paul.
Dr. H. G. COLLIE, Associate Surgeon, N. P. B. A. Hospital, St. Paul.
Dr. M. A. SHILLINGTON, Associate Surgeon, N. P. B. A. Hospital, St. Paul.
Dr. H. J. HALL, Associate Surgeon, N. P. B. A. Hospital, St. Paul.
Dr. H. G. REINEKE, Associate Surgeon, N. P. B. A. Hospital, St. Paul.
Hospital Phone Nestor 2866.

LOCAL SURGEONS

DR. J. W. JESION, Room 320, Genl. Office Bldg., St. Paul. Tel. Cedar 2340.

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. W. R. HUMPHRY, Stillwater.

Wyoming (s).

DR. J. A. POIRIER, Forest Lake.

DR. C. W. PAULSON, North Branch.

DR. A. J. STOWE, 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.

DR. J. D. GILBERT, Carlton (s).

DR. J. F. DIXON, Carlton.

DR. JAMES FLEMING, Cloquet (s).

DR. C. S. KNOX, 219 Albany Block, East End, Superior.

DR. W. H. SCHNELL, 28 Columbia Bldg., Superior.

DR. F. C. SARAZIN, 28 Columbia Bldg., Superior.

Superior Freight Station (s).

Central Avenue (s).

East End Station (s).

DR. A. J. BRADEN, 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. F. G. JOHNSON, Iron River, Wis.

DR. T. R. SPEARS, Washburn, Wis.

DR. N. L. KLOVE, Wright, Minn.

DR. B. W. KELLY, Aitkin, Minn. (s).

DR. S. S. SHANNON, Ironton, Minn.

DR. B. I. DERAUF, Brainerd, Minn.

DR. G. I. BADEAUX, Brainerd, Minn.

Brainerd Shops (s).

Brainerd Passenger Station (s).

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. 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. E. L. ARMSTRONG, 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 accident occurring to employes or passengers. In cases of sickness it is the intention to limit medical service to the locality or town where a surgeon resides, unless some urgent necessity exists, for which distinct official authority must be had in accordance with established regulations.

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

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

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	..	20
3	9	19
3	20	18
3	31	17
3	45	16
4	..	15
5	..	12
6	..	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	99	Cars	99	Cars	99	Cars	99	Cars
Westward.	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars
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	1800	40
Sawyer to Brainerd....	.....	.....	1600	36	2300	52	2700	60	3100	70	3600	80
Brainerd to Staples....	.....	.....	2000	45	2600	58	3100	70	3500	80	4000	80
Duluth to Carlton, 3rd S-d	.....	.....	600	14	950	21	1150	26	1200	25	1500	30
Carlton to Hinckley....	.....	.....	1700	39	2300	52	2700	55	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	15	750	17	.....	.....	.....	.....	.....	.....	.....	.....
Iron River to Ashland..	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, 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"
Fourth Sub-division, Coda 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.

THEO. HARRIS,
Trainmaster.

F. E. POTTER,
Chief Dispatcher.

