

NORTHERN PACIFIC RAILWAY COMPANY

LAKE SUPERIOR DIVISION

TIME 52B TABLE

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

SUNDAY, AUGUST 30, 1925.

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.

W. H. STRACHAN,
General Superintendent.

W. C. SLOAN,
Superintendent.

P. H. McCAULEY,
General Superintendent of Transportation.

FIRST SUB-DIVISION
(MAIN LINE)

WESTWARD

EASTWARD

THIRD CLASS				SECOND CLASS		FIRST CLASS		Water, Fuel, Boats, Turn Tables, Ways and Yard Limits.	Station Numbers	Distance from Ashland	TIME TABLE No. 52B		Distance from Duluth	Car Capacity of Sidings	FIRST CLASS		SECOND CLASS		THIRD CLASS					
				729	731	53	51				August 30, 1925. Succeeding No. 52A				STATIONS		52	54	732	730				
				Way Freight	Freight	Passenger	Passenger								Telegraph Offices and Calls		Passenger	Passenger	Freight	Way Freight				
				Tue. Thur. and Sat.	Ex. Mon.	Daily	Daily										Daily	Daily	Ex. Sun.	Mo. We. and Fri.				
				L 8.30AM	L 2.26AM	L 4.40PM	L 8.45AM	WCOTX	0	0.0	AD ASHLAND D	75.8	Yard	A 5.55PM	A 11.15AM	A 12.59AM	A 11.35AM							
				f 8.45	2.42	s 4.50	s 8.55		5	4.6	C. & N. W. Crossing 4.6 Track Conn.	71.2	None	s 5.41	s 11.00	12.47	f 11.18							
				f 9.08 ₅₁	2.59	f 5.02	f 9.08 ₇₂₉		10	10.2	ASHLAND JCT. C. St. P. M. & O. Crossing 5.6	65.6	29	f 5.28	f 10.49	12.32	f 10.57							
				f 9.30	3.17	f 5.15 ₅₂	f 9.22		16	16.8	MOQUAH 6.1	59.5	30	f 5.15 ₅₃	f 10.39 ₇₃₀	12.16AM	f 10.39 ₅₄							
						f 5.19	f 9.26		19	18.1	SPIDER 5.6	57.7		f 5.12	f 10.31									
				f 9.50	3.39	f 5.31	f 9.39		24	23.7	TOPSIDE 4.7	52.1	30	f 5.00	f 10.18	11.55PM	f 10.05							
				s 10.03 ₅₄	3.54	s 5.42	s 9.48 ₇₃₀	YW	28	28.4	RV IRON RIVER 4.0 D	47.4	30	s 4.50	s 10.08 ₇₂₉	11.41	s 9.48 ₅₁							
				f 12.11PM	4.10	f 5.52	f 9.58 ₅₄	X	32	32.4	MUSKEG 2.7	43.4	30	f 4.41	f 9.58 ₅₁	11.30	f 9.09							
				f 12.21	4.18	f 5.58	f 10.04		35	35.1	TARTER 1.3	40.7	14	f 4.35	f 9.53	11.22	f 9.01							
				s 12.26	4.22	s 6.01	s 10.07		36	36.4	BX BRULE 3.6 D	39.4	32	s 4.32	s 9.50	11.18	s 8.57							
						f 6.09	f 10.15		40	40.0	BELLWOOD 1.5	35.8	Spur	f 4.24	f 9.42									
				f 12.44	4.37	f 6.13	f 10.18		41	41.5	BLUEBERRY 2.5	34.3	32	f 4.21	f 9.39	11.04	f 8.42							
				f 12.53	4.45	s 6.18	s 10.24		44	44.0	MN MAPLE 1.5 D	31.8	17	s 4.16	s 9.34	10.57	f 8.34							
				f 12.58	4.50	f 6.21	f 10.28		45	45.5	WIEHE 2.6	30.3	24	f 4.13	f 9.30	10.51	f 8.29							
				f 1.08	4.58	s 6.27	s 10.35	W	48	48.1	AR POPLAR 2.2 D	27.7	22	s 4.07	s 9.24	10.41	f 8.21							
				f 1.16	5.05	s 6.32	s 10.41		50	50.3	WENTWORTH 3.2	25.5	24	s 4.02	s 9.19	10.32	f 8.14							
						f 6.38	f 10.49		53	53.5	AMNICON FALLS 3.2	22.8		f 3.55	f 9.12									
				f 1.39	5.20	f 6.45	f 10.57		57	56.7	CUTTER 1.8	19.1	27	f 3.48	f 9.05	10.07	f 7.55							
						f 6.49	f 11.02		59	58.5	PARKDALE 3.0	17.3		f 3.45	f 9.01									
				2.00	5.31	f 6.55	f 11.10		61	61.5	ALLOUEZ N. W. C. and G. N. Crossings Interlocked 1.8 Track Conn.	14.3	73	f 3.39	f 8.55	9.51	7.40							
				A 2.05PM	A 5.35AM	A 7.00PM	A 11.15AM	WOYX	63	63.8	SP EAST END C. St. P. M. & O. Crossing Interlocked Track Conn.	12.5	Yard	L 3.35PM	L 8.50AM	L 9.45PM	L 7.35AM							

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

						A 7.35PM	A 11.50AM	WCOTY	WB 71	75.8	DU DULUTH DN	0.0	Yard	L 3.00PM	L 8.15AM								
				Tue. Thur. and Sat.	Ex. Mon.	Daily	Daily							Daily	Daily	Ex. Sun.	Mo. We. and Fri.						
				8.45	8.10	2.20	2.30	.....	.....	.....	Time Over Sub-division	.....	.....	2.20	2.25	3.14	3.32						
				16.8	20.0	27.1	25.3	.....	.....	.....	Average Speed Per Hour	.....	.....	27.1	26.1	19.5	17.9						

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, Grease, Turn Tables, Wyes and Yard Limits	Station Numbers	Distance from Duluth	TIME TABLE No. 52B August 30, 1925 Succeeding No. 52A			Distance from Staples	Car Capacity of Sidings	FIRST CLASS				THIRD CLASS			
	727	623		65	63	57	55				STATIONS					56	58	64	66		728		
	Way Freight	Freight		Passenger	Passenger	Passenger	Passenger				Telegraph Offices and Calls					Passenger	Passenger	Passenger	Passenger		Way Freight		
	Ex. Sun.	Daily		Daily	Daily	Daily	Daily									Daily	Daily	Daily	Daily		Ex. Sun.		
				L 11.30W	L 2.00W	L 5.30W	L 8.30W	WCO TYX	WB 71	0.0	DU	DULUTH 8.3	DN	147.5	Yard	A 9.50W	A 9.30W	A 6.00W	A 6.30W				
BETWEEN CENTRAL AVE. AND DULUTH TRAINS WILL BE GOVERNED BY DULUTH AND SUPERIOR TERMINALS TIME TABLE.																							
			L 10.40W		L 12.15W	L 2.31W	L 5.55W	L 8.55W	WY X	67	8.3	AJ G. N. Crossing Interlocked	CENTRAL AVE. 2.4	DN	139.2	Yard	A 9.25W	A 9.05W	A 5.25W	A 6.40W			
			10.48		12.22	2.34	f 6.00	f 9.00 ₅₈		69	10.7	Interstate Ry. Interlocked	POKEGAMA 5.0	Track Connection	136.8	81	f 9.20	f 9.00 ₅₅	5.22	5.34			
			11.05		12.35	2.40	f 6.11	f 9.11		74	15.7	WG	ANTON 2.7	Track Connection	131.8	38	f 9.11	f 8.52	5.16	5.23			
			11.14		12.44	2.44	6.17	9.18		78	18.4	G. N. Crossing Interlocked	STATE LINE 1.7		129.1		f 9.06	8.48	5.13	5.17			
			11.20		12.49	2.47	f 6.21	f 9.22		79	20.1		BARKER 3.0		127.4	37	s 9.03	f 8.45	5.11	5.13			
			11.30		f 12.56	2.51	s 6.27	s 9.29		82	23.1	WQ	WRENSHALL 4.4	DN	124.4	81	s 8.58	s 8.40	5.07	f 5.06			
		L 6.55W	11.45W 12.30W		A 1.08W	A 2.56W	s 6.36	s 9.41	WY OC X	86	27.5	UN	CARLTON Third Sub-division Crossing 4.9	DN	120.0	Yard	s 8.50	s 8.33	L 5.01W	L 4.56W			A 12.53W
		f 7.23	12.47				s 6.47	s 9.50		91	32.4		IVERSON 4.8		115.1	78	f 8.40	f 8.25					f 12.34
		s 7.41	1.03				s 6.57	s 9.59	Y	96	37.2	SA	SAWYER 6.5	D	110.3	81	s 8.31	s 8.17					s 12.16W
		f 8.07 ₅₈	1.25				f 7.11	f 10.12		102	43.7		CORONA 5.4		103.8	81	f 8.20	f 8.07 ₇₂₇					f 11.51W
		s 8.28	1.44				s 7.23	s 10.22	W	108	49.1	CM	CROMWELL 6.1	DN	98.4	70	s 8.11	s 7.58					s 11.31
		s 8.48	2.04				s 7.36	s 10.33		114	55.2	WT	WRIGHT 0.1	D	92.3	81	s 8.00	s 7.48					s 11.08
		s 9.08	2.24				s 7.49 ₅₀	s 10.45 ₇₂₈		120	61.3	TK	TAMARACK 4.0	D	86.2	90	s 7.49 ₅₇	s 7.38					s 10.45 ₅₅
		f 9.21	2.38				f 7.57	f 10.53		125	65.8		GRAYLING 5.2		82.2	81	f 7.42	f 7.32					f 10.28
		s 9.38	2.56				s 8.07	s 11.03	WYC X	129	70.5	MG	McGREGOR 4.0	DN	77.0	E 70 W81	s 7.33	s 7.24					s 10.09
		f 9.54 ₇₂₈	3.10				f 8.15	f 11.11		133	74.5		LANSFORD 4.8		73.0	70	f 7.26	f 7.17					f 9.54 ₇₂₇
		s 10.12	3.26				f 8.24	s 11.21		138	79.3	KY	KIMBERLY 5.8	D	68.2	81	s 7.18	f 7.09					s 9.38
		f 10.28	3.46				f 8.35	s 11.31		144	85.1		ROSSBURG 6.0		62.4	81	s 7.08	f 7.00					f 9.17
		s 11.00	4.06				s 8.47	s 11.43	WX	150	91.1	KN	AITKIN 4.8	DN	56.4	E 81 W83	s 6.57	s 6.50					s 8.55
		f 11.10	4.22				f 8.56	f 11.52W		155	95.9		CEDAR LAKE 5.6	Track Connection	51.6	81	f 6.49	f 6.42					f 8.36
		s 11.25	4.41				s 9.07	s 12.03W	XY	160	101.5	DO	DEERWOOD 4.0	DN	46.0	81	s 6.39	s 6.33					s 8.15
		f 11.35	4.55				f 9.15	f 12.11	W	165	105.5		KLONDYKE 5.5		42.0	81	f 6.32	f 6.26					f 7.59
		f 11.50W	5.14				f 9.26	f 12.21		170	111.0		LOERCH 7.2		36.5	81	f 6.23	f 6.17					f 7.39
		s 12.05W 12.55	5.36				s 9.40 9.50	s 12.35 12.40	WCO TYX	177	118.2	B	BRAINERD 4.4	DN	29.3	E 100	s 6.10 6.00	s 6.05 6.00					s 7.12
		f 1.10	5.53 ₅₈				f 10.00	f 12.49		181	122.6		BAXTER 5.6		24.9	81	f 5.52	f 5.53 ₆₂₃					s 6.56
		f 1.25	6.12				f 10.13	f 12.59		187	128.2		SYLVAN 2.4		19.3	81	f 5.43	f 5.45					f 6.35
		s 1.48	6.24 ₇₂₈				s 10.21	s 1.05		191	131.6	PG	PILLAGER 5.0	D	15.9	81	s 5.37	s 5.40					s 6.24 ₆₂₃
		f 2.05	6.41				f 10.33	f 1.14		196	136.6		WHEELOCK 2.7		10.9	81	f 5.28	f 5.32					f 6.09
		s 2.30	6.54				s 10.42	s 1.21	W	199	140.3	MO	MOTLEY 4.1	DN	7.2	E 81 W81	s 5.22	s 5.26					s 5.56
		f 2.40	7.09				f 10.52	f 1.29		203	144.4		HAYDEN 3.1		3.1	81	f 5.15	f 5.20					f 5.41
		A 3.00W	7.20W				A 11.00W	A 1.35W	WCO TYX	207	147.5	SO	STAPLES	DN	0.0	Yard	L 5.10W	L 5.15W					L 5.30W
		Ex. Sun.	Daily		Daily	Daily	Daily	Daily									Daily	Daily	Daily	Daily		Ex. Sun.	
		7.15	7.55		.53	.25	4.55	4.35									4.05	3.45	.24	.44		7.23	
		16.5	17.5		21.7	46.0	28.3	30.3									34.0	37.1	40.8	26.2		16.2	

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				TIME TABLE No. 52B										FIRST CLASS																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																					
723	721	625	627					August 30, 1925.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																															

"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. " " 2.35 p. m. Lv. " " 2.42 p. m. Daily except Saturday and Sunday.
Lv. " " 5.42 p. m. Ar. " " 5.48 p. m. Daily except Saturday and Sunday.

EASTWARD

SPECIAL INSTRUCTIONS, PAGES 6, 7 AND 8.

WESTWARD

FOURTH SUB-DIVISION
(CODA BRANCH)

EASTWARD

THIRD CLASS					THIRD CLASS				
95					96				
Way Freight					Way Freight				
Tue., Thur. and Sat.					Tue., Thur. and Sat.				
L 10.50AM					A 10.45AM				
f 10.55					f 10.42				
f 11.05					f 10.30				
A 11.18AM					L 10.15AM				
Tue., Thur. and Sat.					Tue., Thur. and Sat.				
10.0					18.0				
Time Over Sub-division					Time Over Sub-division				
Average Speed Per Hour					Average Speed Per Hour				

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

WESTWARD

SEVENTH SUB-DIVISION
(TAYLORS FALLS BRANCH)

EASTWARD

SECOND CLASS					FIRST CLASS					SECOND CLASS				
725					77 79 91 67					726				
Mixed					Passenger					Mixed				
Ex. Sun.					Ex. Sun.					Ex. Sun.				
L 8.00AM					L 6.50PM					A 11.00AM				
s 8.04					s 7.00					s 10.58				
s 8.16					s 7.08					s 10.52				
s 8.31					s 7.14					s 10.44				
s 8.48					s 7.23					s 10.35				
s 8.56					s 7.27					s 10.30				
s 9.09					s 7.35					s 10.23				
A 9.40AM					A 7.50PM					L 10.05AM				
Ex. Sun.					Ex. Sun.					Ex. Sun.				
1.40					1.00					.55				
12.1					20.2					22.0				
Time Over Sub-division					Time Over Sub-division					Time Over Sub-division				
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.

WESTWARD

FIFTH SUB-DIVISION
(CLOQUET BRANCH)

EASTWARD

SECOND CLASS					SECOND CLASS				
99 75 97					98 74 100				
Mixed					Mixed				
Ex. Sun.					Ex. Sun.				
L 3.15PM					A 8.00AM				
s 3.30					s 7.50				
A 3.45PM					L 7.40AM				
Ex. Sun.					Ex. Sun.				
.20					.20				
11.6					17.4				
Time Over Sub-division					Time Over Sub-division				
Average Speed per Hour					Average Speed per Hour				

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

No. 97 is superior to No. 98. No. 75 is superior to 74.
No. 99 is superior to No. 100.

WESTWARD

SIXTH SUB-DIVISION
(GRANTSBURG BRANCH)

EASTWARD

SECOND CLASS					SECOND CLASS				
735 733					734 736				
Mixed					Mixed				
Ex. Sun.					Ex. Sun.				
L 9.15AM					A 12.40PM				
f 9.35					s 12.25				
s 9.45					s 12.17				
f 9.50					s 12.13				
A 10.25AM					L 12.01PM				
Ex. Sun.					Ex. Sun.				
1.10					.39				
14.5					26.1				
Time Over Sub-division					Time Over Sub-division				
Average Speed per Hour					Average Speed per Hour				

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

WESTWARD

EIGHTH SUB-DIVISION
(CUYUNA NORTHERN RAILWAY)

EASTWARD

SECOND CLASS			Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Station Number.	Distance from Deerwood.	TIME TABLE No. 52B.			Distance from Trommald.	Car Capacity of Siding.	SECOND CLASS		
741	739	737				August 30, 1925.					738	740	742
Soo Line Mixed 189	Mixed	Mixed				Succeeding No. 52A.					Mixed	Mixed	Soo Line Mixed 188
Ex. Sun.	Ex. Sun.	Ex. Sun.				STATIONS					Ex. Sun.	Ex. Sun.	Ex. Sun.
						Telegraph Offices and Calls							
	L 12.10 PM	L 7.30 AM	X V	160	0.0	DO	DEERWOOD 3.9	DN 7.2		A 11.50 AM	A 1.15 PM		
L 5.45 PM	A 12.25 PM	A 7.45 9.30	WY X	LK 4	3.9	RN	IRONTON Soo Line 0.7 Track Connection	D 3.3		A 11.35	L 1.00 PM	A 9.15 AM	
A 5.48 PM					4.6		SOO JUNCTION Soo Line 0.6 Track Connection	2.6		11.30		L 9.12 AM	
					5.2		C. M. L. JCT. 2.0	2					
		A 11.05 AM 738		LK 7	7.2		TROMMALD	0.0		L 11.10 AM 737			
Ex. Sun.	Ex. Sun.	Ex. Sun.								Ex. Sun.	Ex. Sun.	Ex. Sun.	
.03 14.0	.15 15.6	1 5 3 0					Time Over Sub-division Average Speed per Hour			.40 10.8	.15 15.6	.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:
Engine classes T, Q-3, Q-4, W, W-1, W-2 and W-4 will not exceed eight (8) miles per hour.
Engines, classes Q-5, Q-6, W-3, W-5, Z, Z-1, Z-2, Z-3 and Z-4 will not be permitted. Speed will be restricted over Bridge 37, Brule River, as follows:
Engine classes W, W-1, W-2 and W-4 will not exceed eight (8) miles per hour.
Double header engine 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 will not exceed twenty (20) miles per hour.
Engine classes Q-5, Q-6, W-3, W-5, Z, Z-1, Z-2, Z-3 and Z-4 will not be permitted. Double header engine classes W, W-1, W-2 and W-4, will not be permitted.
- Speed Restrictions**—All trains, ten (10) miles per hour between 22nd Ave., West and 7th Ave., West, Ashland.
Class T—Engine or heavier. East End to Wentworth and Brule to Topside, 30 miles per hour, on curves 25 miles per hour. Wentworth to Brule and Topside to Ashland, 25 miles per hour, on curves 20 miles per hour.
- Register Stations**—
Central Avenue Passenger Station.
Ashland Freight Office or C. & N. W. Ry. Passenger Station.
- Derail Switches**—
Wentworth.....East End Siding.
Poplar.....West End Siding.
Poplar.....Lange Canning Co.'s Track.
Wiehe.....East End Siding.
Maple.....West End Siding.
Brule.....West End Team Track.
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. Switch at State Line is handled from tower.

4. Retainers—

Retainers will 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.

- At Staples**—Lake Superior Division freight trains leaving Staples between 7:00 A. M. and 4:00 P. M. will get clearance or clearance and orders at Yard Office and between 4:00 P. M. and 7:00 A. M. clearance and orders will be delivered at Sixth Street Tower by the Towerman.

- 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.
Brainerd.....Track No. 17 in New Yard.
Motley.....North Spur.

- Speed Restrictions**—At Brainerd twenty (20) miles per hour between East Switch and Passenger Station.
At Aitkin—15 miles per hour through village.

Trains handling loaded ore cars will not exceed twenty-five (25) miles per hour between Deerwood and Aitkin, Kimberly and Lansford and Sawyer to Hill Avenue. Between other points must not exceed thirty (30) miles per hour.

- 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.

- 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 Staples.

- Register Stations**—
Central Avenue Passenger Station.
Carlton Telegraph Office.
Brainerd Telegraph Office.
Staples. Yard Office or Telegraph Office.

14. Bulletin Stations—

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

15. Standard Time Clocks—

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

16. Watch Inspectors—

John Howard.....Duluth, 432 West 1st St.
Carlson & Sward.....Duluth, 2007 West Superior St.
C. A. Swanson.....Superior.
C. L. Burnett.....Brainerd.
Jesse L. Cross.....Staples.

17. 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.
Aitkin.....East End House Track.
Deerwood.....East End Storage Track.
Loerch.....East End Omaha Mine Spur.
Brainerd.....West End Hospital Spur.

18. Commercial Spurs—

	Miles from Duluth	Car Capacity
Zenith Gravel Pit Spur.....	30.2	30
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**—
Brownell to Smithville eastward freight trains must not exceed any one mile in two minutes and thirty seconds.
Brownell to Short Line Park use twelve minutes.
Short Line Park to Smithville use nine minutes.
These restrictions do not apply to light engines or to engines running with caboose only.
Rush City freight trains and light engines ten (10) miles per hour through Village Limits.
Rock Creek, all trains reduce speed to fifteen (15) miles per hour.
Forest Lake, all trains reduce speed and not exceed thirty (30) miles per hour over crossing just east of depot.
- Special Stops and Connections—Etc.**
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 Hinckley and White Bear.
Nos. 723 and 724 between Carlton and Hinckley.
Nos. 67, 68, 76, 77, 78, 79, 80 and 81 will stop on signal at Collette, one and one-fourth miles east of Bald Eagle.
- Registering Stations**—
West Duluth Passenger Station.
Carlton Telegraph Office.
Hinckley Passenger Station.
Wyoming " "
White Bear " "
- Register Exceptions**—At Wyoming Eastward trains register 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.

THIRD SUBDIVISION.

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.
Carlson and Sward.....Duluth, 2007 West Superior St.

13. Derail Switches—

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

14. Commercial Spurs—

	Miles from Duluth	Car Capacity
Power Company Spur.....	17.0	4
Garen Siding.....	130.7	8
Thornton Siding.....	45.7	81
Nolan's Spur.....	68.8	11

FOURTH SUBDIVISION.

(CODA BRANCH.)

1. Register Stations—

Iron River Passenger Station.

2. Special Stops and Connections—Trains 95 and 96 will carry passengers from and to points at which these trains stop for other purposes. No. 96 will wait at Iron River for connections.

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

7. Special Stops—Anderson's Spur flag stop for Trains 733, 734, 735 and 736.

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 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, Q-6, W-3, W-5, Z, Z-1, Z-2, Z-3, Z-4 and heavier not permitted.

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

3. Register Stations—

Wyoming. Passenger Station.
Taylors Falls Passenger Station.

4. Derail Switches—

Franconia.....East and West Ends 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. The Minneapolis, St. Paul and Sault Ste. Marie Ry. (Soo Line) have acquired running rights on Northern Pacific Ry. Co. tracks, 8th Subdivision, between Soo Line Junction and Maroco Mine. Trains moving on these tracks within these limits must be governed and comply with Rule 93 of Book of Transportation Rules, which reads as follows:

"Within yard limits the main tracks may be used, protecting against first class trains. Second and third class and extra trains (including passenger extras) must move within yard limits prepared to stop unless the main track is seen or known to be clear."

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 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.

9. When conditions will permit enginemen on freight trains will receive proceed signal from rear of train before passing any station.

AUTHORIZED SURGEONS.

LOCATION OF STRETCHES (S)

Dr. A. W. IDE, Chief Surgeon, N. P. B. A. Hospital, St. Paul.
Dr. J. A. EYERT, 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. N. A. YOUNG, Interne, N. P. B. A. Hospital, St. Paul.
Dr. E. K. ENDRESS, Interne, N. P. B. A. Hospital, St. Paul.
Dr. A. K. STRATTE, Interne, N. P. B. A. Hospital, St. Paul.
Hospital Phone Nestor 2866.

LOCAL SURGEONS

DR. J. W. JESION, Room 320, Genl. Office Bldg., St. Paul.
St. Paul Car Foreman's Office (s).
St. Paul 4th Street Yard Office (s).
St. Paul Mississippi St. Round House (s).
St. Paul Como Shops (s).
St. Paul Fourth Street Freight Station (s).

DR. I. C. McDONALD, 405 Yeates Bldg., Minneapolis
DR. R. R. CRAMNER, 601 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. ALF. K. STRATTE, Pine City.....

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

DR. J. F. DIXON, Carlton.....

DR. R. G. SPURBECK, 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. M. SMITH, 400 Lyceum Bldg., Duluth....

DR. C. L. HANEY, Sloan Bldg., Duluth.....

DR. O. E. HELMARK, Sloan Bldg., Duluth.....

DR. GEO. C. DOYLE, 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. N. L. KLOVE, Wright, Minn.....

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

DR. J. J. RATCLIFFE, Aitkin, Minn.....

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. J. M. COOK (Aast.), Staples.....

DR. V. G. HESELTINE, Taylors Falls.....

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. F. N. KNAPP, Oculist and Aurist, 100 Sherman Bldg., Duluth.
DR. J. M. ROBINSON, Oculist and Aurist, 415 Providence 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.

Time Per Mile Per		Miles
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	800	16	1100	22	1300	24	1500	34	.....	.....
Iron RivertoCentralAve.	700	16	800	18	1100	24	1300	26	1500	34	.....	.....
DuluthtoSawyer,2ndS-d	.....	.....	800	18	1150	26	1350	28	1550	35	2000	40
Sawyer to Brainerd. . . .	.....	.....	1600	36	2300	52	2700	60	3200	70	4000	80
Brainerd to Staples. . . .	.....	.....	2000	45	2600	58	3100	70	3800	80	4500	80
DuluthtoCarlton,3rdS-d	.....	.....	600	14	950	21	1150	26	1200	25	1500	30
Carlton to Hinckley....	.....	.....	1700	39	2300	52	2700	55	3200	70	4000	80
Hinckley to White Bear	.....	.....	2000	45	2600	58	3000	60	3700	80	4500	80
Eastward.												
Staples to Duluth.....	.....	.....	2000	42	2650	56	2950	66	3400	80	4200	80
CentralAve.toIronRiver	650	15	750	17	1150	20	1400	24	.....	.....	.....	.....
Iron River to Ashland..	840	19	940	21	1350	25	1600	28	.....	.....	.....	.....
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	3400	80	3800	80

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.

A. S. CRITCHFIELD,
Trainmaster.

F. E. POTTER,
Chief Dispatcher.

