

NORTHERN PACIFIC RAILWAY COMPANY

LAKE SUPERIOR DIVISION

TIME 520 TABLE

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

SUNDAY, JANUARY 3, 1926.

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, Feed, Turn Tables, Wyes and Yard Limits.	Station Numbers	Distance from Ashland	TIME TABLE No. 52D		Distance from Duluth	Car Capacity of Sidings	FIRST CLASS		SECOND CLASS	THIRD CLASS						
					729	731	53				51	January 3, 1926 Succeeding No. 52C			52	54	732	730						
					Way Freight	Freight	Passenger				Passenger	STATIONS			Passenger	Passenger	Freight	Way Freight						
					Tue, Thur. and Sat.	Ex. Mon.	Daily				Daily	Telegraph Offices and Calls			Daily	Daily	Ex. Sun.	Mo. We. and Fri.						
				L 8.30 ^{AM}	L 2.25 ^{AM}	L 4.40 ^{PM}	L 8.45 ^{AM}	WC OT X	0	0.0	AD C & N. W. Crossing 4.6	ASHLAND	D 75.6	Yard	A 5.55 ^{PM}	A 11.30 ^{AM}	A 12.59 ^{AM}	A 11.45 ^{AM}						
				f 8.45	2.39	s 4.50	s 8.55		5	4.6	ASHLAND JCT. C. St. P. M. & O. Crossing 5.0		71.2	None	s 5.41	s 11.21	12.47	f 11.28						
				f 9.08 ⁵¹	2.56	f 5.02	f 9.08 ⁷²⁹		10	10.2	MOQUAH 6.1		65.6	29	f 5.28	f 11.09 ⁷³⁰	12.31	f 11.09 ⁵¹						
				f 9.30	3.14	f 5.15 ⁵²	f 9.23		16	16.3	INO 1.8		59.5	30	f 5.15 ⁵³	f 10.56	12.12 ^{AM}	f 10.40						
						f 5.19	f 9.28		19	18.1	SPIDER 5.6		57.7		f 5.12	f 10.52								
				f 9.55	3.39	f 5.31	f 9.41		24	23.7	TOPSIDE 4.7		52.1	30	f 5.00	f 10.40	11.49 ^{PM}	f 10.10						
				s 10.11 ⁵⁴	3.54	s 5.42	s 9.51 ⁷³⁰	YW X	28	28.4	RV IRON RIVER 4.0	D 47.4	20	s 4.50	s 10.30 ⁷²⁹	11.35	s 9.51 ⁵¹							
				f 10.50	4.06	f 5.52	f 10.01		22	32.4	MUSKEG 2.7		43.4	30	f 4.41	f 10.21	11.23	f 9.35						
				f 11.00	4.14	f 5.58	f 10.06		25	35.1	TARTER 1.3		40.7	14	f 4.35	f 10.16	11.15	f 9.24						
				s 11.03	4.18	s 6.01	s 10.12 ⁵⁴		30	36.4	BX BRULE 2.6	D 39.4	32	s 4.32	s 10.12 ⁵¹	11.10	s 9.19							
						f 6.09	f 10.20		40	40.0	BELLWOOD 1.5		38.5	Spur	f 4.24	f 10.05								
				f 11.21	4.33	f 6.13	f 10.23		41	41.6	BLUEBERRY 2.5		34.3	32	f 4.21	f 10.02	10.54	f 8.59						
				f 11.30	4.40	s 6.18	s 10.28		44	44.0	MN MAPLE 1.5	D 31.8	17	s 4.16	s 9.57	10.46	f 8.49							
				f 11.35	4.45	f 6.21	f 10.31		45	45.6	WIEHE 2.6		30.3	24	f 4.13	f 9.53	10.41	f 8.43						
				f 11.45	4.53	s 6.27	s 10.37	W	48	48.1	AR POPLAR 2.2	D 27.7	22	s 4.07	s 9.48	10.33	f 8.33							
				f 11.53 ^{AM}	5.00	s 6.32	s 10.41		50	50.3	WENTWORTH 3.2		25.5	24	s 4.02	s 9.43	10.26	f 8.25						
						f 6.38	f 10.49		53	53.5	AMNICON FALLS 3.2		22.3		f 3.55	f 9.36								
				f 12.16 ^{PM}	5.19	f 6.45	f 10.57		57	56.7	CUTTER 1.8		19.1	27	f 3.48	f 9.29	10.07	f 8.00						
						f 6.49	f 11.02		59	58.5	PARKDALE 3.0		17.3		f 3.45	f 9.25								
				12.37	5.31	f 6.55	f 11.10		61	61.5	ALLOUEZ N. W. C. and G. N. Crossings Interlocked 1.8		14.3	73	f 3.39	f 9.19	9.51	7.42						
				A 12.45 ^{PM}	A 5.35 ^{AM}	A 7.00 ^{PM}	A 11.15 ^{AM}	WOY X	63	63.3	SP EAST END C. St. P. M. & O. Crossing Interlocked	D 12.5	Yard	L 3.35 ^{PM}	L 9.15 ^{AM}	L 9.45 ^{PM}	L 7.35 ^{AM}							

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

						A 7.35PM	A 11.50AM	WCO TY	WB 71	75.8	DU	DULUTH	DN	0.0	Yard	L 3.00PM	L 8.40AM																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																														
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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, Stables, Turn Tables, Wyes and Yard Limits	Station Numbers	Distance from Duluth	TIME TABLE No. 52D		Distance from Staples	Car Capacity of Sidings	FIRST CLASS					THIRD CLASS		
	727		623	65	63	59	57	55				January 3, 1926 Succeeding No. 52C				56	53	60	64	66	728		
	Way Freight		Freight	Passenger	Passenger	Passenger	Passenger	Passenger				STATIONS				Passenger	Passenger	Passenger	Passenger	Passenger	Way Freight		
	Ex. Sun.		Daily	Daily	Daily	Daily	Daily	Daily				Telegraph Offices and Calls				Daily	Daily	Daily	Daily	Daily	Ex. Sun.		
				L 11.30PM	L 2.00PM	L 5.00PM	L 5.30PM	L 8.30AM	WCO TYX	WB 71	0.0	DU	DULUTH 8.3	DN	147.5	Yard	A 9.50PM	A 9.30AM	A 9.40PM	A 6.30PM	A 6.30AM		
BETWEEN CENTRAL AVE. AND DULUTH TRAINS WILL BE GOVERNED BY DULUTH AND SUPERIOR TERMINALS TIME TABLE.																							
				L 10.40PM	L 12.15AM	L 2.31PM	L 5.18PM	L 5.55PM	WY X	67	8.3	AJ	CENTRAL AVE. G. N. Crossing Interlocked 2.4 Track Connection	DN	139.2	Yard	A 9.25PM	A 9.05AM	A 9.17PM	A 5.55PM	A 5.40AM		
				10.48	12.22	2.34	5.21	6.00		69	10.7	Interstate Ry. Interlocked	POKEGAMA 5.0 Track Connection		130.8	81	9.20	9.00	9.13	5.51	5.34		
				11.05	12.35	2.41	5.28	6.11		74	15.7	WG	ANTON 2.7	P	131.8	38	9.11	8.52	9.06	5.43	5.23		
				11.14	12.44	2.45	5.32	6.17		78	18.4	G. N. Crossing Interlocked	STATE LINE 1.7		129.1		9.06	8.48	9.01	5.39	5.17		
				11.20	12.49	2.48	5.35	6.21		70	20.1		BARKER 3.0		127.4	37	9.03	8.45	8.58	5.35	5.13		
				11.30	12.56	2.53	5.39	6.27		82	23.1	WQ	WRENSHALL 4.4	DN P	124.4	81	8.58	8.40	8.54	5.31	5.06		
				L 6.55AM	L 11.45PM	L 1.08AM	L 3.00PM	L 5.45PM	WY OC X	80	27.5	UN	CARLTON Third Sub-division Crossing Interlocked 4.0	DN P	120.0	Yard	8.50	8.33	L 8.48PM	L 6.24PM	L 4.56AM		A 12.53PM
				7.23	12.47			6.47		91	32.4		IVERSON 4.8		115.1	78	8.40	8.25					12.34
				7.41	1.03			6.57		98	37.2	SA	SAWYER 6.5	D P	110.3	81	8.31	8.17					12.16PM
				8.07	1.25			7.11		103	43.7		CORONA 5.4	P	103.8	81	8.20	8.07					11.51AM
				8.28	1.44			7.23		108	49.1	CM	CROMWELL 6.1	DN	98.4	70	8.11	7.58					11.31
				8.48	2.04			7.36		114	55.2	WT	WRIGHT 6.1	D P	92.3	81	8.00	7.48					11.08
				9.08	2.24			7.49		120	61.3	TK	TAMARACK 4.0	D P	86.2	00	7.49	7.38					10.45
				9.21	2.38			7.57		125	65.3		GRAYLING 5.2	P	82.2	81	7.42	7.32					10.28
				9.38	2.56			8.07		129	70.5	MG	McGREGOR Soo Line Crossing Interlocked 4.0 Track Connection	DN	77.0	E 70 W 81	7.33	7.24					10.09
				9.54	3.10			8.15		133	74.5		LANSFORD 4.8	P	73.0	70	7.26	7.17					9.54
				10.12	3.26			8.24		138	79.3	KY	KIMBERLY 5.8	D P	63.2	81	7.18	7.09					9.38
				10.28	3.46			8.35		144	85.1		ROSSBURG 6.0	P	62.4	81	7.08	7.00					9.17
				11.00	4.06			8.47		150	91.1	KN	AITKIN 4.8	DN	56.4	E 81 W 83	6.57	6.50					8.55
				11.10	4.22			8.56		155	95.9		CEDAR LAKE 6.6 Track Connection	P	51.6	81	6.49	6.42					8.36
				11.25	4.41			9.07		160	101.5	DO	DEERWOOD 4.0	DN	46.0	81	6.39	6.33					8.15
				11.35	4.55			9.15		165	105.5		KLONDYKE 5.5	P	42.0	81	6.32	6.26					7.59
				11.50AM	5.14			9.26		170	111.0		LOERCH 7.2	P	36.5	81	6.23	6.17					7.39
				12.05PM	5.36			9.40		177	118.2	B	BRAINERD 4.4 Track Connection	DN	29.3	E 100	6.10	6.05					7.12
				1.10	5.53			10.00		181	122.6	M. & I. Ry.	BAXTER 5.6	P	24.9	81	5.52	5.53					6.56
				1.25	6.12			10.13		187	128.2		SYLVAN 3.4	P	19.3	81	5.43	5.45					6.35
				1.48	6.24			10.21		191	131.6	PG	PILLAGER 5.0	DN	15.9	81	5.37	5.40					6.24
				2.05	6.41			10.33		196	136.6		WHELOCK 2.7		10.9	81	5.28	5.32					6.09
				2.30	6.54			10.42		199	140.3	MO	MOTLEY 4.1	DN	7.2	E 81 W 81	5.22	5.26					5.56
				2.40	7.09			10.52		203	144.4		HAYDEN 2.1		3.1	81	5.15	5.20					5.41
				A 3.00PM	A 7.20AM			A 11.00PM		207	147.5	SO	STAPLES	DN	0.0	Yard	L 5.10PM	L 5.15AM					5.30AM
				Ex. Sun.	Daily	Daily	Daily	Daily									Daily	Daily	Daily	Daily	Daily	Ex. Sun.	
				7.15	7.55	8.53	9.29	10.27									4.05	3.45	2.20	3.31	4.44	7.23	
				16.5	17.5	21.7	29.8	42.6									34.0	37.1	39.7	37.1	26.2	16.2	
												Time Over Sub-division											
												Average Speed per Hour											

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, Stacks, Turn Tables, Wye and Yard Limits.	Car Capacity of Siding	Distance from Duluth	TIME TABLE No. 52D			Distance from White Bear	Station Numbers	FIRST CLASS										
723	721	625	627	January 3, 1926. Succeeding No. 52C.				61	63	59			65	67	79								
Way Freight	Way Freight	C. M. & St. P. Freight	Freight	STATIONS				Passenger	Passenger	Passenger			Passenger	Passenger	Passenger								
Mon., Wed. & Fri.	Ex. Sun.	Daily	Daily	Telegraph Offices and Calls				Ex. Sun.	Daily	Daily			Daily	Daily	Ex. Sun.	Sun. Only							
			L 8.00PM	WCY OT	Yard	0.0	DU	DULUTH 4.0	DN	140.4	WB 71	L 8.35AM	L 2.00PM	L 5.00PM	L 11.30PM								
BETWEEN DULUTH AND WEST DULUTH JCT. TRAINS WILL BE GOVERNED BY DULUTH AND SUPERIOR TERMINALS TIME TABLE.																							
L 7.20AM		L 8.50AM	L 8.20AM	WY X		4.9	WEST DULUTH JCT. 2.3			P	135.6	L 81	L 8.52AM	Via Superior and 2nd Sub-division	Via Superior and 2nd Sub-division	Via Superior and 2nd Sub-division							
f 7.29		8.58	8.28		Spur	7.7	SMITHVILLE 3.0			P	132.7	L 82	8.58										
f 7.39		9.08	8.38		30	11.3	SHORT LINE PARK 4.8			P	129.1	L 11	9.07										
f 7.52		9.22	8.51		51	16.1	BROWNELL 3.2			P	124.3	L 10	9.18										
f 8.01		9.30	9.00		32	19.3	THOMSON 1.0			P	121.1	L 10	9.25	Via Superior and 2nd Sub-division	Via Superior and 2nd Sub-division	Via Superior and 2nd Sub-division							
s 8.05 8.35		9.36 10.05	9.05 9.35	WCY YX	Yard	30.9	UN CARLTON 0.0 Interlocked 2nd Sub-Div. and G. N. Crossing			DN	119.5	L 80	9.35				L 3.00PM	L 5.45PM	L 1.13AM				
f 8.55		10.20	9.50		82	26.9	OTTER CREEK 1.5			P	113.5	L 20	9.44				3.09	5.53	1.26				
					10	28.4	ATKINSON 4.3			P	112.0	L 28	9.47						1.29				
s 9.14		10.35	10.03		103	32.7	MA	MAHTOWA 6.0	D P	107.7	L 33	s 9.54 724	3.17	6.01	f 1.38								
s 9.34		10.50	10.15		81	38.7	BM	BARNUM 4.5	D P	101.7	L 30	s 10.05	3.26	6.09	f 1.51								
s 9.49		11.02	10.25	WX	70	48.2	MU	MOOSE LAKE 6.0	DN	97.2	L 43	s 10.13	s 3.32	6.15	s 2.04 626								
s 10.10		11.14	10.38		77	49.2	SQ	STURGEON LAKE 4.5	D P	91.2	L 49	s 10.23	3.41	6.23	f 2.18 628								
s 10.31 01		11.24	10.46		92	53.7	WR	WILLOW RIVER 3.9	D P	89.7	L 54	s 10.31 723	3.47	6.29	f 2.29								
f 10.45		11.34	10.56		54	57.5		RUTLEDGE 5.1	P	82.8	L 58	s 10.37	3.52	6.34	s 2.37								
s 11.05		11.49	11.08		77	62.7	FY	PINLAYSON 3.4	D P	77.7	L 62	s 10.46	3.59	6.41	f 2.49								
s 11.17		11.59PM	11.16	W	80	66.1	MR	GRONINGEN 4.7	DN	74.3	L 66	s 10.52	4.03	6.46	s 2.58								
f 11.33 02		12.10AM	11.26		94	70.8		FRIESLAND 4.8	P	69.6	L 71	s 11.00	4.10 04	6.52	f 3.09 66								
A 11.50AM	L 8.00AM	12.25 12.55 628-626	11.40PM 12.25AM 626-628	WCY X	Yard	75.6	HN	HINCKLEY 3.2 G. N. Crossing Interlocked	DN	64.8	L 76	s 11.08 11.18 02	s 4.17	6.59	s 3.20 3.30								
					10	78.8	MISSION CREEK 4.1				61.6	L 79	f 11.23			f 3.36							
	f 8.20	1.15	12.41		79	82.9	RN	BEROUN 5.8	D P	57.5	L 83	s 11.30	4.28	7.09	f 3.45								
	s 8.50	1.32	12.57	WX	81	88.7	J	PINE CITY 4.7	DN	51.7	L 89	s 11.39	s 4.37	7.18 60	s 3.56								
	s 9.10	1.45	1.10		82	98.4	RK	ROCK CREEK 5.1	D P	47.0	L 94	s 11.47 722	4.44	7.25	s 4.06								
s 9.30 10.32 62		2.01 66	1.25	WY X	E 84 W 80	98.5	RC	RUSH CITY 6.9	DN	41.9	L 99	s 11.57AM	s 4.52	7.32	s 4.17								
s 11.00 722		2.25	1.47 66		74	108.4	HA	HARRIS 5.1	D P	35.0	L 106	s 12.09PM	5.03	7.41	f 4.32								
s 11.20		2.43	2.04	WX	E 57 W 83	110.5	CH	NORTH BRANCH 7.9	D P	29.9	L 111	s 12.18	s 5.12	7.48	f 4.43								
s 11.55AM		3.11	2.24		81	118.4	CA	STACY 4.2	D P	22.0	L 119	s 12.30	5.24	7.58	f 5.00								
s 12.30PM		3.26	2.50	WY X	E 81 W 97	122.6	WI	WYOMING 4.2	DN	17.8	L 123	s 12.39 91	5.31	8.04	s 5.09	L 7.04AM	L 5.10PM						
f 12.48 61		3.41	3.10		77	126.8	ST	FOREST LAKE 3.7	D P	13.6	L 127	s 12.48 721	5.38	8.10	f 5.17	s 7.12	s 5.17						
					8	130.5		GAREN 4.7		9.9	L 131				f 7.18	f 5.23							
	f 1.15	4.10	3.35		84	135.2	VN	HUGO 4.2	D P	5.2	L 135	s 1.03	5.52	8.22	f 5.34	s 7.26	s 5.31						
	f 1.25	4.25	3.47		74	139.4	JN	BALD EAGLE 1.0 Soo Line Crossing Interlocked	D	1.0	L 140	s 1.12	5.58	8.28	s 5.43	s 7.33	s 5.38						
							Track Conn.																
	A 1.30PM	A 4.30AM	A 4.00AM	WC TXY	Yard	140.4	WB	WHITE BEAR	DN	0.0	L 141	A 1.15PM	A 6.00PM	A 8.30PM	A 5.45AM	A 7.35AM	A 5.40PM						
													60-68-79				60-63						
Mon., Wed. & Fri.	Ex. Sun.	Daily	Daily				Time Over Sub-division Average Speed per Hour						Ex. Sun.	Daily	Daily	Daily	Ex. Sun.	Sun. Only					
4.00 17.6	4.28 14.5	7.10 19.0	6.55 19.8										4.13 32.1	3.00 39.8	2.45 43.5	4.22 27.3	.31 34.5	.30 35.6					

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. " " 5.42 p. m. Ar. " " 5.45 p. m. Daily except Saturday and Sunday.

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. Ar. Bald Eagle 7.14 a. m. Ar. White Bear 7.17 a. m. Daily except Sunday.
Lv. " " 5.42 p. m. Lv. " " 5.48 p. m. Daily except Saturday and 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

FIRST CLASS						TIME TABLE No. 52D.				SECOND CLASS		THIRD CLASS	
68	76	60	64	62	66	January 3, 1926. Succeeding No. 52C.				626	628	722	724
Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	STATIONS				C.M. & St. P. Freight	Freight	Way Freight	Way Freight
Ex. Sun.	Sun. Only	Daily	Daily	Ex. Sun.	Daily	Telegraph Offices and Calls				Daily	Daily	Ex. Sun.	Tues. Thurs. & Sat.
		A 9.40 PM	A 6.30 PM	A 2.10 PM	A 6.30 AM	WCY OTX	Yard	0.0	DU	DULUTH 4.0	DN	140.4	WB 71

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

Via 2d Subdivision and Superior	Via 2d Subdivision and Superior	Via 2d Subdivision and Superior	Via 2d Subdivision and Superior	WY X	Spur	Distance from Duluth	STATIONS	Distance from White Bear	Station Numbers	SECOND CLASS	THIRD CLASS
						4.9	WEST DULUTH JCT.	135.5	L 51A	4.52 AM	6.00 AM
						7.7	SMITHVILLE	132.7	L 8	4.45	4.53
					39	11.3	SHORT LINE PARK	129.1	L 11	4.25	4.41
					51	16.1	BROWNELL	124.3	L 16	4.05	4.25
					32	19.3	THOMSON	121.1	L 10	3.50	4.15
						20.9	CARLTON	119.5	86	3.45	4.10
						28.9	OTTER CREEK	113.5	L 20	3.06	3.34
						28.4	ATKINSON	112.0	L 28		
						32.7	MAHTOWA	107.7	L 33	2.48	3.16
						38.7	BARNUM	101.7	L 39	2.30	2.58
						43.2	MOOSE LAKE	97.2	L 43	2.04	2.44
						49.2	STURGEON LAKE	91.2	L 49	1.48	2.18
						53.7	WILLOW RIVER	86.7	L 54	1.32	2.05
						57.6	RUTLEDGE	82.8	L 58	1.20	1.63
						62.7	FINLAYSON	77.7	L 62	1.06	1.38
						66.1	GRONINGEN	74.3	L 66	12.56	1.28
						70.8	FRIESLAND	69.6	L 71	12.46	1.14
						75.0	HINCKLEY	64.8	L 76	12.25 AM	12.55 AM
						78.8	MISSION CREEK	61.6	L 79	11.54 PM	12.19 AM
						82.9	BEROUN	57.5	L 83	11.30	11.59 PM
						88.7	PINE CITY	51.7	L 89	11.16	11.45
						93.4	ROCK CREEK	47.0	L 94	11.05	11.34
						98.5	RUSH CITY	41.9	L 98	10.55	11.23
						105.4	HARRIS	35.0	L 106	10.39	11.07
						110.5	NORTH BRANCH	29.9	L 111	10.25	10.53
						118.4	STACY	22.0	L 115	10.03	10.31
						122.6	WYOMING	17.8	L 123	9.51	10.19
						126.8	FOREST LAKE	13.6	L 127	9.39	10.07
						130.5	GAREN	9.9	L 131		
						135.2	HUGO	5.2	L 135	9.15	9.43
						139.4	BALD EAGLE	1.0	L 140	9.03	9.31
						140.4	WHITE BEAR	0.0	L 141	9.00 PM	9.28 PM
										Daily	Daily
										7.52	7.32
										17.2	17.9
										Ex. Sun.	Tu. Th. & Sa.
										5.05	4.47
										12.9	14.8

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.

"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. Ar. Bald Eagle 7.17 a. m. Daily except Sunday.
Lv. White Bear 5.42 p. m. Ar. Bald Eagle 5.48 p. m. Daily except Saturday and Sunday.

WESTWARD										FOURTH SUB-DIVISION (CODA BRANCH)										EASTWARD									
THIRD CLASS										TIME TABLE No. 52D. January 3, 1926. Succeeding No. 52C.										THIRD CLASS									
95										96										Way Freight									
Way Freight										STATIONS										Telegraph Offices and Calls									
L 10.50 ^{AM} 95										CODA .8										A 10.45 ^{AM} 95									
f 10.55										SLOW BRIDGE 3.9										f 10.42									
f 11.05										BENA 4.3										f 10.30									
A 11.18 ^{AM} WD 10										IRON RIVER D 0.0										L 10.16 ^{AM}									

EASTWARD

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.

1. **Pusher Districts**—West Duluth to Otter Creek.
2. **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.
3. **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.
4. **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.
5. **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.
6. **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.
7. **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 and 79 will stop on signal at Collette, one and one-fourth miles east of Bald Eagle.
No. 61 wait at Carlton for No. 55.
8. **Registering Stations**—
West Duluth Passenger Station.
Carlton Telegraph Office.
Hinckley Passenger Station.
Wyoming “ “
White Bear “ “
9. **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.
At Carlton, Hinckley, Wyoming and White Bear Nos. 59 and 60 register by ticket, Form 608 and will be furnished check of register on Form 602 or by train order, except that No. 60 will not require Form 602 at Wyoming.

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 Creft 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.

10. Trains handling steam wrecking derrick, pile driver and locomotive crane will not exceed a speed of 25 miles per hour.

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. 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. W. C. EHMKE, Willow River.....

DR. THOMAS MOE, 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. HEIMARK, 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 (Asst.), 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, Brady 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 employees 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	22.6
2	45	21.8
2	50	21.2
3	..	20
3	0	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 3-5	
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 River to Central Ave.	700	16	800	18	1100	24	1300	26	1500	34		
Duluth to Sawyer, 2nd S-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
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	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
Central Ave. to Iron River	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.

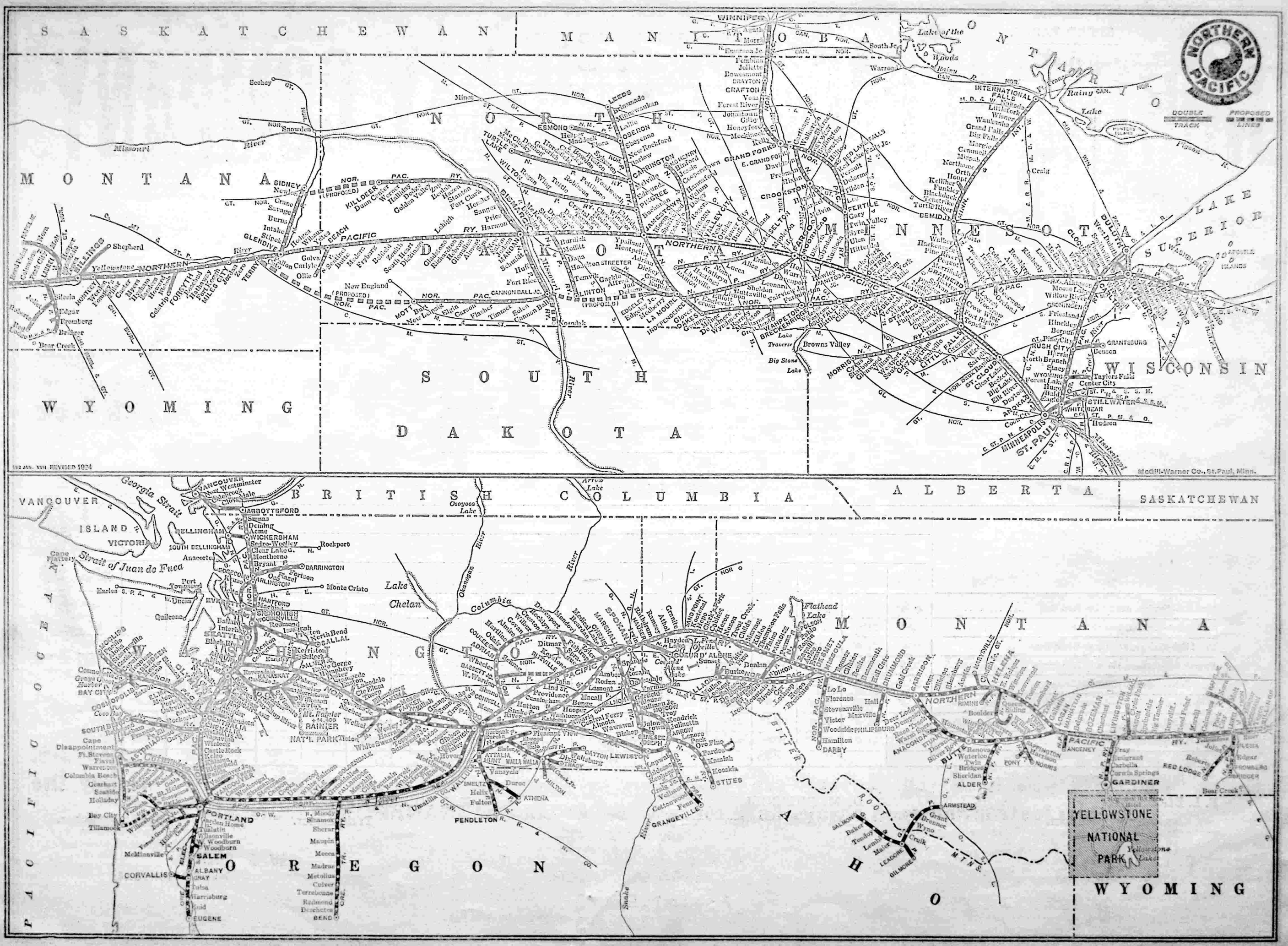
	1 ft. Wide	2 ft. Wide	3 ft. Wide	4 ft. Wide	5 ft. Wide	6 ft. Wide	7 ft. Wide	7 ft. 6 in. Wide	8 ft. Wide	8 ft. 6 in. Wide	9 ft. Wide	9 ft. 6 in. Wide	10 ft. Wide	10 ft. 2 in. Wide	10 ft. 6 in. Wide	11 ft. Wide	11 ft. 6 in. Wide	Max. Height	Max. Width
First Sub-division, Ashland to East End.....	21'-0"	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'-8"
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'-8"
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'-8"
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'-8"
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'-8"
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'-8"

F. L. BIRDSALL,
Asst. Superintendent.

D. M. DRISCOLL,
Asst. Superintendent.

H. J. COUNCILMAN,
Trainmaster.

F. E. POTTER,
Chief Dispatcher.



DOUBLE TRACK
PROPOSED LINES

1902-1904, REVISED 1924

McGill-Warner Co., St. Paul, Minn.