

NORTHERN PACIFIC RAILWAY COMPANY

LAKE SUPERIOR DIVISION

TIME 52E TABLE

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

SUNDAY, SEPTEMBER 19, 1926.

For the Government of Employes 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.

1 FIRST SUB-DIVISION (MAIN LINE)

WESTWARD

EASTWARD

THIRD CLASS					SECOND CLASS	FIRST CLASS		Water, Fuel, Boats, Turn Tables, Wyes and Yard Limits.	Station Numbers	Distance from Ashland	TIME TABLE No. 52E		Distance from Duluth	Car Capacity of Bldgs	FIRST CLASS		SECOND CLASS	THIRD CLASS				
731						53	51				September 19, 1926 Succeeding No. 52D	52			54	732						
Way Freight						Motor Car	Passenger				STATIONS	Passenger			Motor Car	Freight						
Ex. Sunday						Daily	Daily				Telegraph Offices and Calls	Daily			Daily	Ex. Sunday						
L	7.00AM					L 4.40PM	L 8.45AM	WC XOT	0	0.0	AD ASHLAND	D	75.8	Yard	A 5.55PM	A 11.30AM	A 4.54AM					
											C. & N. W. Crossing 4.6 Track Conn.											
f	7.14					s 4.50	s 8.55		5	4.6	ASHLAND JCT. C. St. P. M. & O. Crossing 5.0		71.2		s 5.41	s 11.21	4.42					
f	7.31					f 5.02	f 9.08		10	10.2	MOQUAH 6.1		65.6	20	f 5.28	f 11.09	4.26					
f	7.49					f 5.15 ₅₂	f 9.23		16	16.8	INO 1.8		59.5	20	f 5.15 ₅₃	f 10.56	4.07					
						f 5.19	f 9.28		19	18.1	SPIDER 5.6		57.7		f 5.12	f 10.52						
f	8.14					f 5.31	f 9.41		24	23.7	TOPSIDE 4.7		53.1	20	f 5.00	f 10.40	3.44					
s	8.29					s 5.42	s 9.51	YW X	28	23.4	RV IRON RIVER 4.0	D	47.4	20	s 4.50	s 10.30	3.30					
f	8.41					f 5.52	f 10.01		32	32.4	MUSKEG 2.7		43.4	20	f 4.41	f 10.21	3.18					
f	8.49					f 5.58	f 10.06		35	35.1	TARTER 1.3		40.7	14	f 4.35	f 10.16	3.10					
s	8.53					s 6.01	s 10.12 ₅₄		38	36.4	BX BRULE 3.6	D	39.4	32	s 4.32	s 10.12 ₅₁	3.05					
						f 6.09	f 10.20		40	40.0	BELLWOOD 1.5		35.8		f 4.24	f 10.05						
f	9.08					f 6.13	f 10.23		41	41.5	BLUEBERRY 2.5		34.3	32	f 4.21	f 10.02	2.49					
f	9.15					s 6.18	s 10.28		44	44.0	MN MAPLE 1.5	D	31.8	17	s 4.16	s 9.57	2.41					
f	9.20					f 6.21	f 10.31		45	45.5	WIEHE 2.6		30.3	24	f 4.13	f 9.53	2.36					
s	9.28					s 6.27	s 10.37	W	48	48.1	AR POPLAR 2.2	D	27.7	22	s 4.07	s 9.48	2.28					
f	9.35 9.43 ₅₄					s 6.32	s 10.41		50	50.3	WENTWORTH 3.2		25.5	24	s 4.02	s 9.43 ₇₃₁	2.21					
						f 6.38	f 10.49		53	53.5	AMNICON FALLS 3.2		22.3		f 3.55	f 9.36						
f	10.02					f 6.45	f 10.57		57	55.7	CUTTER 1.8		19.1	27	f 3.48	f 9.29	2.02					
						f 6.49	f 11.02		59	58.5	PARKDALE 3.0		17.3		f 3.45	f 9.25						
10.14						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 9.19	1.46					
A 10.20AM						A 7.00PM	A 11.15AM	WOY X	63	63.3	SP EAST END C. St. P. M. & O. Crossing Interlocked Track Conn.	D	12.5	Yard	L 3.35PM	L 9.15AM	L 1.40AM					

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

						A 7.35PM	A 11.50AM	WGO TY	WB 71	75.8	DU DULUTH	DN	0.0	Yard	L 3.00PM	L 8.40AM	L 12.35AM					
					Ex. Sunday	Daily	Daily								Daily	Daily	Ex. Sunday					
					3.10	2.20	2.30	.....	.....	.....	Time Over Sub-division		.....	.....	2.20	2.15	3.14					
					20.0	27.1	25.3	.....	.....	.....	Average Speed Per Hour		.....	.....	27.1	28.2	19.5					

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. 52E September 19, 1926 Succeeding No. 52D		Distance from Staples	Car Capacity of Sidings	FIRST CLASS					THIRD CLASS		
	727	623	65	63	59	57	55	STATIONS				56	58			60	64	66	728				
	Way Freight	Freight	Passenger	Passenger	Passenger	Passenger	Passenger	Telegraph Offices and Calls				Passenger	Passenger			Passenger	Passenger	Passenger	Way Freight				
	Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily					Daily	Daily			Daily	Daily	Daily	Ex. Sun.				
			L 11.30AM	L 2.00PM	L 5.00PM	L 6.00PM	L 8.30PM	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 10.40AM	L 12.15AM	L 2.31PM	L 5.23PM	L 6.25PM	L 8.55AM	WY X	67	8.3	AJ G. N. Crossing Interlocked 2.4	Track Conn.	DN	139.2	Yard	A 9.25PM	A 9.05AM	A 9.17PM	A 5.55PM	A 6.40AM		
			10.46	12.22	2.34	5.27	6.30	9.00		69	10.7	Interstate Ry. Interlocked	POKEGAMA 5.0	Track Conn.	130.8	81	f 9.20	f 9.00	9.13	5.51	6.34		
			10.59	12.35	2.41	5.34	6.41	9.10		74	15.7	WQ	ANTON 2.7	P	131.8	38	f 9.11	f 8.52	9.06	5.43	6.23		
			11.06	12.44	2.45	5.38	6.47	9.15		78	18.4	G. N. Crossing Interlocked	STATE LINE 1.7		129.1		9.06	8.48	9.00	5.38	6.17		
			11.10	12.49	2.48	5.41	6.51	9.19		79	20.1		BARKER 3.0		127.4	37	f 9.03	f 8.45	8.57	5.35	6.13		
			11.18	12.56	2.53	5.45	6.57	9.25		82	23.1	WQ	WRENSHALL 4.4	DN P	124.4	81	s 8.58	s 8.40	8.52	5.31	6.06		
			L 6.55AM	L 11.30AM	A 1.08AM	A 3.00PM	A 5.52PM	7.05	9.35	WY OC X	86	27.5	UN	CARLTON Third Sub-div. Crossing Interlocked 4.0	DN P	120.0	Yard	s 8.50	s 8.33	L 8.45PM	L 6.24PM	L 4.56AM	A 12.53PM
			f 7.23	12.32			f 7.14	s 9.46		91	32.4		IVERSON 4.8		115.1	78	f 8.40	f 8.25				f 12.34	
			s 7.41	12.48			s 7.24	s 9.56	Y	96	37.2	SA	SAWYER 6.5	D P	110.3	81	s 8.31	s 8.17				s 12.16PM	
			f 8.07	1.06			f 7.36	f 10.10		102	43.7		CORONA 5.4	P	103.8	81	f 8.20	f 8.07				f 11.51AM	
			s 8.28	1.22			s 7.47	s 10.21	W	108	49.1	CM	CROMWELL 6.1	DN	98.4	70	s 8.11	s 7.58				s 11.31	
			s 8.48	1.39			s 8.00	s 10.32		114	55.2	WT	WRIGHT 6.1	D P	92.3	81	s 8.00	s 7.48				s 11.08	
			s 9.08	1.56			s 8.12	s 10.45		120	61.3	TK	TAMARACK 4.0	D P	85.2	90	s 7.49	s 7.38				s 10.45	
			f 9.21	2.07			f 8.20	f 10.53		125	65.3		GRAYLING 5.2	P	82.2	81	f 7.42	f 7.32				f 10.28	
			s 9.38	2.21			s 8.30	s 11.03	YWC X	129	70.5	MG	McGREGOR Soo Line Crossing Interlocked 4.0	Track Conn.	DN	77.0	E 70 W81	s 7.33	s 7.24			s 10.09	
			f 9.54	2.55			f 8.38	f 11.11		133	74.5		LANSFORD 4.8	P	73.0	70	f 7.26	f 7.17				f 9.54	
			s 10.12	3.07			f 8.48	s 11.21		138	79.3	KY	KIMBERLY 5.8	D P	68.2	81	s 7.18	f 7.09				s 9.38	
			f 10.28	3.22			f 9.00	s 11.31		144	85.1		ROSSBURG 6.0	P	62.4	81	s 7.08	f 7.00				f 9.17	
			s 11.00	3.37			s 9.13	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	3.49			f 9.22	f 11.52AM		155	95.9		CEDAR LAKE 5.5	Track Conn.	P	51.6	81	f 6.49	f 6.42			f 8.36	
			s 11.25	4.04			s 9.38	s 12.03PM	XY	160	101.5	DO	DEERWOOD 4.0	DN	46.0	81	s 6.39	s 6.33				s 8.15	
			f 11.35	4.16			f 9.43	f 12.11	W	165	105.5		KLONDYKE 5.5	P	42.0	81	f 6.32	f 6.26				f 7.59	
			f 11.50AM	4.32			f 9.55	f 12.21		170	111.0		LOERCH 7.2	P	36.5	81	f 6.23	f 6.17				f 7.39	
			s 12.05PM	4.54			s 10.10	s 12.35	WCO TYX	177	115.2	B	BRAINERD 4.4	Track Conn.	DN	29.3	E 100	s 6.10	s 6.05			s 7.12	
			f 1.10	5.30			f 10.30	f 12.49		181	122.6		BAXTER 5.6	P	24.9	81	f 5.52	f 5.53				s 6.56	
			f 1.25	5.45			f 10.43	f 12.59		187	128.2		SYLVAN 3.4	P	19.3	81	f 5.43	f 5.45				f 6.35	
			s 1.48	5.56			s 10.51	s 1.05		191	131.6	PG	PILLAGER 5.0	D	15.9	81	s 5.37	s 5.40				s 6.24	
			f 2.05	6.11			f 11.03	f 1.14		196	136.6		WHELOCK 3.7		10.9	81	f 5.28	f 5.32				f 6.11	
			s 2.30	6.22			s 11.12	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	6.34			f 11.22	f 1.29		203	144.4		HAYDEN 3.1		3.1	81	f 5.15	f 5.20				f 5.41	
			A 3.00PM	6.44AM			A 11.30PM	A 1.35PM	WCO TYX	207	147.5	SO	STAPLES	DN	0.0	Yard	L 5.10PM	L 5.15AM				L 5.30AM	
			Ex. Sun.	Daily	Daily	Daily	Daily	Daily				Time Over Sub-division				Daily	Daily	Daily	Daily	Daily	Ex. Sun.		
			7.15	6.30	5.53	4.29	4.55	4.35				Average Speed per Hour				4.05	3.45	3.32	3.31	2.44	7.23		
			16.5	21.4	21.7	39.7	39.7	28.3								34.0	37.1	36.0	37.1	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. 52E September 19, 1926. Succeeding No. 52D. STATIONS Telegraph Offices and Calls	Distance from White Bear	Station Numbers	FIRST CLASS									
723	721	625	627				61	63	59	65	67	79				
Way Freight	Way Freight	C.M. & St. P. Freight	Freight				Passenger	Passenger	Passenger	Passenger	Passenger	Passenger				
Mon., Wed. & Fri.	Ex. Sun.	Daily	Daily				Ex. Sun.	Daily	Daily	Daily	Ex. Sun.	Sun. Only				
			L 8.00PM	WCY OT	Yard	0.0	DU	DULUTH 4.9	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. 2.8	P 135.6	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		7.7	SMITHVILLE 3.0	132.7	L 8.58									
f 7.39	9.08	8.38	30	11.3	SHORT LINE PARK 4.8	129.1	L 9.07									
f 7.52	9.22	8.51	51	16.1	BROWNELL 3.2	124.3	L 9.18									
f 8.01	9.30	9.00	32	19.3	THOMSON 1.0	121.1	L 9.25									
s 8.05 8.36	9.35 10.05	9.05 9.35	WCY YX	20.9	UN CARLTON 0.0 Interlocked 2nd Sub-Div. and G. N. Crossing	119.5	s 9.35	f 3.00PM	L 5.52PM	L 1.13AM						
f 8.55	10.20	9.50		82	26.9	113.5	L 9.44	3.09	6.00	1.26						
				10	28.4	112.0	L 9.47			f 1.29						
s 9.14	10.35	10.03		103	32.7	107.7	L 9.54 724	3.17	6.08	f 1.38						
s 9.34	10.50	10.15		81	38.7	101.7	L 10.05	3.26	6.16	f 1.51						
s 9.49	11.02	10.25	WX	70	43.3	97.2	L 10.13	s 3.32	6.22	s 2.04 628						
s 10.10	11.14	10.38		77	49.2	91.2	L 10.23	3.41	6.30	f 2.18 628						
s 10.31 61	11.24	10.46		92	53.7	86.7	L 10.31 723	3.47	6.36	f 2.29						
f 10.45	11.34	10.56		54	57.6	82.8	L 10.37	3.52	6.42	s 2.37						
s 11.05	11.49	11.08		77	62.7	77.7	L 10.46	3.59	6.48	f 2.49						
s 11.17	11.59PM	11.16	W	80	66.1	74.3	L 10.52	4.03	6.53	s 2.58						
f 11.33 62	12.10AM	11.26		94	70.8	69.6	L 11.00	4.10 64	6.59	f 3.09 66						
A 11.50AM	L 8.00AM	12.25 12.55 628-629	WCY X	Yard	75.6	HN HINCKLEY 3.2 G. N. Crossing Interlocked Track Conn.	64.8	L 11.08 11.18 63	s 4.17	7.06	s 3.20 3.30					
				10	78.8	61.6	L 11.23			f 3.36						
f 8.20	1.15	12.41		79	82.9	57.5	L 11.30	4.28	7.15 60	f 3.45						
s 8.50	1.32	12.57	WX	81	88.7	51.7	L 11.39	s 4.37	7.22	s 3.56						
s 9.10	1.45	1.10		82	93.4	47.0	L 11.47 722	4.44	7.28	s 4.06						
s 10.32 62	2.01 66	1.25	WY X	E 84 W 80	98.5	41.9	L 11.57AM	s 4.52	7.35	s 4.17						
s 11.00 722	2.25	1.47 66		74	105.4	35.0	L 12.09PM	5.03	7.44	f 4.32						
s 11.20	2.43	2.04	WX	E 87 W 83	110.5	29.9	L 12.18	s 5.12	7.51	f 4.43						
s 11.55AM	3.11	2.24		81	118.4	22.0	L 12.30	5.24	8.01	f 5.00						
s 12.30PM	3.26	2.50	WY X	E 81 W 97	122.6	17.8	L 12.39 91	f 5.31	8.07	s 5.09	L 7.04AM	L 5.10PM				
f 12.43 61	3.41	3.10		77	126.8	13.6	L 12.48 721	f 5.38	8.13	f 5.17	s 7.12	s 5.17				
				8	130.5	9.9	L 131			f 7.18	f 5.23					
f 1.15	4.10	3.35		84	135.2	5.2	L 135	s 1.03	5.52	8.23	f 5.34	s 7.26	s 5.31			
f 1.25	4.25	3.47		74	139.4	1.0	L 140	s 1.12	5.58	8.28	s 5.43	s 7.33	s 5.38			
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 60-68-79	A 8.30PM	A 5.45AM	A 7.35AM	A 5.40PM 60-63
Mon., Wed. & Fri.	Ex. Sun.	Daily	Daily					Ex. Sun.	Daily	Daily	Daily	Ex. Sun.	Sun. Only			
4.00 18.0	4.28 14.9	7.10 18.9	6.55 19.5					4.13 32.1	3.00 39.8	2.38 45.3	4.22 27.3	.31 34.1	.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.

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.

THIRD SUB-DIVISION
(MAIN LINE)

EASTWARD

FIRST CLASS												Water, Fuel, Scales, Turn Tables Wyes and Yard Limits	Car Capacity of Siding	Distance from Duluth	TIME TABLE No. 52E.		Distance from White Bear	Station Numbers	SECOND CLASS		THIRD CLASS			
						68	76	60	64	62	66				September 19, 1926. Succeeding No. 52D.				626	628	722	724		
						Passenger	Passenger	Passenger	Passenger	Passenger	Passenger								C.M.&St.P. Freight	Freight	Way Freight	Way Freight		
						Ex. Sun.	Sun. Only	Daily	Daily	Ex. Sun.	Daily								Daily	Daily	Ex. Sun.	Tues. Thur. & Sat.		
								A 9.40PM	A 6.30PM	A 2.10PM	A 6.30AM	WCY OTX	Yard	0.0	DU	DULUTH 4.9	DN	140.4	WB 71	A 6.30AM				

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

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“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. “	“	Lv. “	“	Ar. “	“	“
Lv. “	5.42 p. m.	Lv. “	5.45 p. m.	Ar. “	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.

SPECIAL INSTRUCTIONS, PAGES 6, 7 AND 8.

WESTWARD				FOURTH SUB-DIVISION (CODA BRANCH)				EASTWARD				WESTWARD				SEVENTH SUB-DIVISION (TAYLORS FALLS BRANCH)				EASTWARD																							
THIRD CLASS				TIME TABLE No. 52E. September 19, 1926. Succeeding No. 52D.				THIRD CLASS				SECOND CLASS				FIRST CLASS				TIME TABLE No. 52E. September 19, 1926. Succeeding No. 52D.				FIRST CLASS				SECOND CLASS															
				STATIONS												STATIONS												STATIONS															
				Telegraph Offices and Calls												Telegraph Offices and Calls												Telegraph Offices and Calls															
				CODA .3								L 8.00AM				L 4.10PM L 11.35AM L 6.10AM				WT X				0.0				TAYLORS FALLS YARD 0.7				A 11.00AM A 7.45PM A 11.26AM				A 2.40PM							
				SLOW BRIDGE 3.9								s 8.04				s 4.12 s 11.37 s 6.20				LF21 0.7				FA TAYLORS FALLS 2.4				D 19.5 10				s 10.58 s 7.40 s 11.22				s 2.37							
				BRNA 4.3								s 8.16				s 4.19 s 11.43 s 6.25				LF17 3.1				FRANCONIA 2.1				D 17.1 30				f 10.52 f 7.32 s 11.13				s 2.27							
				IRON RIVER D 0.0								s 8.31				s 4.28 s 11.51AM s 6.32				LF14 6.3				SP SHAFERS 3.4				D 14.0 23				s 10.44 s 7.23 s 11.04				s 2.14							
												s 8.48				s 4.38 s 12.01PM s 6.40				LF10 9.6				CN CENTRE CITY 1.7				D 10.6 14				s 10.35 s 7.15 s 10.56				s 2.00							
												s 8.56				s 4.43 s 12.05 s 6.43				LF 9 11.2				MC LINDSTROM 2.6				D 8.9 50				s 10.30 s 7.10 s 10.51				s 1.53							
												s 9.09				s 4.51 s 12.12 s 6.50				LF 6 13.9				GO CHISAGO CITY 6.3				D 6.3 42				s 10.23 s 7.04 s 10.45				s 1.42							
												A 9.40AM				A 5.10PM A 12.30PM A 7.04AM				WY X				L 123 20.2				WI WYOMING DN 0.0 120				L 10.05AM L 6.50PM L 10.31AM				L 1.15PM							
												Ex. Sun.				Sun. only Ex. Sun. Ex. Sun.																				Ex. Sun. Ex. Sun. Sun. Only Ex. Sun.							
												1.40				1.00 .55 .54																				.55 .53 .55 1.25							
												12.1				20.2 22.0 22.4																				22.0 22.0 22.0 14.2							
				Time Over Sub-division																																							
				Average Speed Per Hour																																							

WESTWARD

EIGHTH SUB-DIVISION
(CUYUNA NORTHERN RAILWAY)

EASTWARD

SECOND CLASS			Water, Fuel, Grease, Sun Table, Wyes and Yard Limits.	Station Number.	Distance from Deerwood.	TIME TABLE No. 52E.			Distance from Trommald.	Car Capacity of Sidings.	SECOND CLASS			
741	739	737				September 19, 1926.					738	740	742	
Soo Line Mixed 189	Mixed	Mixed				Succeeding No. 52D.					Mixed	Mixed	Soo Line Mixed 188	
Ex. Sun.	Ex. Sun.	Ex. Sun.				STATIONS					Ex. Sun.	Ex. Sun.	Ex. Sun.	
	L 12.10M	L 7.30M	X	180	0.0	DO	DEERWOOD 3.9	DN	7.3		A 11.60AM	A 1.15PM		
L 5.45PM	A 12.25PM	A 7.45AM	WY	LK 4	3.9	RN	IRONTON 0.7	D	2.3		L 11.35AM	L 1.00PM	A 9.15AM	
A 5.48PM			X		4.6	Soo Line	SOO JUNCTION 0.6	Track Conn.	2.6				L 9.12AM	
					5.2		C. M. L. JCT. 2.0		2					
				LK 7	7.2		TROMMALD		0.0					
Ex. Sun.	Ex. Sun.	Ex. Sun.									Ex. Sun.	Ex. Sun.	Ex. Sun.	
.03 14.0	.15 15.6	.15 15.6									.15 15.6	.15 15.6	.03 14.0	
						Time Over Sub-division Average Speed per Hour								

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 and Engine 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, Q-6, W-3, W-5, Z, Z-1, Z-2, Z-3 and Z-4 not permitted.
Speed will be restricted over Bridge 37, Brule River, as follows:
Engines, classes W, W-1, W-2 and W-4, eight (8) miles per hour.
Double header 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 Q-5, Q-6, W-3, W-5, Z, Z-1, Z-2, Z-3 and Z-4 not permitted.
Double header engines, classes 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—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.
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.
- Commercial Spurs**—
Bellwood.....Miles from Duluth 35.8 Car Capacity 10

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 interlocking tower.

- 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 Sub-division will head in on North Siding. Westward Trains, Switch Crows or Branch Trains will not use North Siding without permission from the Dispatcher.
- At McGregor**—The Siding east of the Station will be known as "Westward Siding" and used by Westward trains. The Siding west of the Station will be known as "Eastward Siding" and used by Eastward trains.
- At Aitkin**—The crossing of river or mill spur with Soo Line Railway is protected by crossing gates. Normal position of gates is closed for Northern Pacific trains. Soo Line Agent will operate gates between 8:00 A. M. and 5:00 P. M. Conductors using this crossing between 5:00 P. M. and 8:00 A. M. will see that gates are left and locked in normal position.
- At Aitkin**—The South Siding will be used by Eastward trains. The North Siding will be used by Westward trains.
- At Motley**—The South Siding will be used by Eastward trains. The North Siding will be used by Westward trains.
- At Staples**—Lake Superior Division freight trains leaving Staples between 7:00 A. M. and 4:00 P. M. will get clearance at Yard Office and between 4:00 P. M. and 7:00 A. M. at Sixth Street Tower.
- Engine Restrictions**—Engines, classes W, W-1, W-3 and W-4 must not use the following tracks except that Class W and W-4 engines may use the hole track and power house spur at Aitkin.
Wrenshall.....Wrenshall Brick Yards 1 and 2.
Carlton.....Zenith Gravel Pit Track.
Iverson.....South Spur.
Tamarack.....Stock Track.
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, twenty-five (25) miles per hour between Deerwood and Aitkin, Kimberly and Lansford and Sawyer to Hill Avenue. Between other points, thirty (30) miles per hour. Trains handling cars of logs, twenty (20) miles per hour, Deerwood to Aitkin and Sawyer to Carlton.
- Joint Tracks**—Trainmen and Enginemen when using Soo Line Tracks between Cedar Lake Junction and Kennedy Mine must have 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.
Trains 727 and 728 carry adult male passengers between Carlton and Staples from and to points at which these trains stop for other purposes.

- Register Stations**—
Central Avenue.
Carlton.
Brainerd.
Staples.
- Register Exceptions**—
At Carlton Nos. 59 and 60 register by ticket, Form 608 and will be furnished check of register on Form 602 or by train order.
- Bulletin Stations**—
Duluth Passenger Station.
Duluth Yard Office.
Duluth Roundhouse.
Carlton.
Brainerd.
Brainerd Round House.
Staples Passenger Station.
Staples Yard Office.
Staples Roundhouse.
- Standard Time Clocks**—
Duluth Passenger Station.
Carlton.
Staples Passenger Station.
Brainerd.
- Watch Inspectors**—
H. Hendrickson.....Duluth, 400 West 1st St.
J. H. Lundgren & Co.....Duluth, 1919 West Superior St.
C. A. Swanson.....Superior.
C. L. Burnett.....Brainerd.
Jesse L. Cross.....Staples.
- 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.
- Commercial Spurs**—
Zenith Gravel Pit Spur.....Miles from Duluth 30.2 Car Capacity 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 Hinckley**—The Siding east of Grind Stone River will be used by Westward trains. The Siding west of Great Northern Crossing will be used by Eastward trains. No. 1 yard track will also be used as a siding.
- At Rush City**—The Siding west of the Station will be known as "Eastward Siding" and used by Eastward trains. The Siding east of the Station will be known as "Westward Siding" and used by Westward trains.
- At North Branch**—The Siding west of the Station will be known as "Eastward Siding" and used by Eastward trains. The Siding east of the Station will be known as "Westward Siding" and used by Westward trains.
- At Wyoming**—The Siding west of the Station will be known as "Eastward Siding" and used by Eastward trains. The Siding east of the Station will be known as "Westward Siding" and used by Westward trains.
- At Bald Eagle**—The Bald Eagle Lead may be used by trains in both directions, trains will run on this track expecting to find it occupied.
- 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.
- 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 fifteen (15) miles per hour.
Forest Lake, all trains 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 723 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.

SPECIAL INSTRUCTIONS.

THIRD SUBDIVISION.

12. **Registering Stations**—
West Duluth.
Carlton.
White Bear.
13. **Register Exceptions**—
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 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.
14. **Bulletin Stations**—
Duluth Passenger Station, Yard Office and Round House.
Carlton.
Hinckley.
Rush City.
White Bear.
15. **Standard Time Clocks**—
Duluth Passenger Station.
Carlton.
Hinckley.
Rush City.
White Bear.
16. **Watch Inspectors**—
H. Hendrickson.....Duluth, 400 West 1st St.
J. H. Lundgren & Co.....Duluth, 1919 West Superior St.
17. **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.
Thornton Siding.....East End Siding.
18. **Commercial Spurs**—
- | | Miles from Duluth | Car Capacity |
|-------------------------|-------------------|--------------|
| Smithville..... | 7.7 | 20 |
| Power Company Spur..... | 17.0 | 4 |
| Garen Siding..... | 130.7 | 8 |
| Thornton Siding..... | 45.7 | 81 |

FOURTH SUBDIVISION.
(CODA BRANCH.)

1. **Register Stations**—
Iron River.

FIFTH SUBDIVISION.
(CLOQUET BRANCH.)

1. **Register Stations**—Carlton and Cloquet.
2. **Standard Time Clock**—Carlton.
3. **Bulletin Station**—Carlton.
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.
Grantsburg.
4. **Bulletin Station**—
Rush City.
5. **Standard Time Clock**—
Rush City.
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 and Engine 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 engines, classes S, S-1, S-2, S-3, S-4, S-10 and Q, Q-1 and Q-2, eight (8) miles per hour.
Engines, 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.
Taylors Falls.
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 must have 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 Maraco Mine. Trains moving on tracks between Soo Line Jet., Maraco Mine and Trommold 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.
Deerwood.

ALL SUBDIVISIONS.
SPECIAL RESTRICTIONS.

1. Conductors of work trains will issue instructions to their flagmen in writing, except when flagman goes back immediately to stop approaching trains.
2. Passenger trains must not exceed a speed of one minute or sixty (60) seconds per mile.
Classes W, W-1, W-2 and W-4 engines forty (40) miles per hour. Classes W-3 W-5 and C. M. & St. P. class L-2 and L-2-B engines, thirty-five (35) miles per hour.
All trains fifteen (15) miles per hour passing telegraph offices where train orders are received and through crossovers entering passing tracks and thirty (30) miles per hour through interlocking plants.
3. When necessary to take slack of freight trains with helper engine on the rear, it should be done by the helper engine.
4. Except as otherwise provided, Enginemen will only be required to consult register at initial or starting point.
5. 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.
6. When conditions will permit enginemen on freight trains will receive proceed signal from rear of train before passing any station.
7. 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. PORIER, Forest Lake.....
DR. C. W. PAULSON, North Branch.....
DR. ALF. K. STRATTE, Pine City.....
DR. A. C. HOLMES, 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.....

Office Telephone	Residence Telephone
Ceder 2340	
217 J-1	217 J-2
217 J-1	217 J-3
23	167
23-2	20-3
94-W	94-J
186-W	186-J
57	57
75	95
2-W	2-J
13	13
38	11
7	136
95	96
77	54-C
247	76
East 67-J	East 67-M
Broad 65	Broad 532
Broad 65	Broad 192
Melrose 1089	Hemlock 559
Melrose 1089	Hemlock 1955
Melrose 458	Melrose 579
Melrose 458	Calumet 184
Melrose 458	Calumet 515
41	27
96	86
Central-Home Hotel	Central-Home Hotel
2	Lake Cottage
75	75
47	92
30-W	30-R
5	200
56	164
22	93-W
175-2	175-3

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. C. G. NORDIN, 942 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.

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 Mins. Secs. Hour			Miles
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	53.0	
1	9	52.1	
1	10	51.4	
1	12	50	
1	15	48	
1	20	45	
1	25	43.3	
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 3-5		
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'-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"

F. L. BIRDSALL,
Asst. Superintendent.

D. M. DRISCOLL,
Asst. Superintendent.

H. J. COUNCILMAN,
Trainmaster.

GEORGE STEINER,
Chief Dispatcher.

