

NORTHERN PACIFIC RAILWAY COMPANY

LAKE SUPERIOR DIVISION

TIME 54 TABLE

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

SUNDAY, JULY 29, 1928.

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.

T. H. LANTRY,
General Manager.

W. H. STRACHAN,
General Superintendent.

O. F. OHLSON,
Superintendent.

P. H. McCAULEY,
General Superintendent of Transportation.

WESTWARD

FIRST SUB-DIVISION
(MAIN LINE)

EASTWARD

THIRD CLASS					SECOND CLASS	FIRST CLASS		Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Station Numbers	Distance from Ashland	TIME TABLE No. 54 July 29, 1928. Succeeding No. 53			Distance from Duluth	Car Capacity of Sidings	FIRST CLASS		SECOND CLASS	THIRD CLASS				
731						53	51				STATIONS					52	54	732					
Way/Freight						Passenger	Passenger				Telegraph Offices and Calls					Passenger	Passenger	Freight					
Ex. Sunday						Daily	Daily									Daily	Daily	Ex. Sunday					
				L 7.00AM		L 4.40PM	L 8.45AM	WC OT X	0	0.0	AD	ASHLAND	D	75.8	Yard	A 5.55PM	A 11.45AM	A 4.54AM					
				f 7.14		s 4.51	s 8.56		5	4.6		ASHLAND JCT. C.St.P.M.&O. Crossing		71.2		s 5.44	s 11.33	4.42					
				f 7.31		f 5.04	f 9.10		10	10.2		MOQUAH 6.1		65.0	26	f 5.31	f 11.19	4.26					
				f 7.50		f 5.18 53	f 9.25		10	10.3		INO 1.8		59.5	27	f 5.18 53	f 11.05	4.07					
						f 5.22	f 9.29		19	18.1		SPIDER 5.6		57.7		f 5.13	f 11.02						
				f 8.14		f 5.35	f 9.42		24	23.7		TOPSIDE 4.7		52.1	13	f 5.00	f 10.49	3.44					
				s 8.29		s 5.46	s 9.54	WX	28	28.4	RV	IRON RIVER 4.0	D	47.4	30	s 4.49	s 10.38	3.30					
				f 8.41		f 5.56	f 10.04		32	32.4		MUSKEG 2.7		43.4	12	f 4.40	f 10.28	3.18					
				f 8.49		f 6.03	f 10.11		35	35.1		TARTER 1.3		40.7	12	f 4.34	f 10.22	3.10					
				s 8.53		s 6.06	s 10.17 54		36	35.4	BX	BRULE 3.5	D	39.4	30	s 4.31	s 10.17 51	3.05					
						f 6.14	f 10.25		40	40.0		BELLWOOD 1.5		35.8	Spur	f 4.23	f 10.08						
				f 9.08		f 6.19	f 10.28		41	41.5		BLUEBERRY 2.5		34.8	30	f 4.19	f 10.05	2.49					
				f 9.15		s 6.25	s 10.33		44	44.0		MAPLE 1.5		31.8	Spur	s 4.13	s 9.59	2.41					
				f 9.20		f 6.29	f 10.36		45	45.5		WIEHE 2.5		30.3		f 4.09	f 9.55	2.36					
				s 9.28		s 6.35	s 10.42	W	48	48.1	AR	POPLAR 2.2	D	27.7	20	s 4.03	s 9.49	2.28					
				f 9.44 54		s 6.40	s 10.47		50	50.3		WENTWORTH 3.2		25.5	22	s 3.58	s 9.44 731	2.21					
						f 6.46	f 10.53		53	53.5		AMNICON FALLS 3.2		22.3		f 3.50	f 9.37						
				f 10.02		f 6.54	f 11.00		57	55.7		CUTTER 1.8		19.1	25	f 3.42	f 9.30	2.02					
						f 6.58	f 11.04		59	58.5		PARKDALE 3.0		17.3		f 3.37	f 9.26						
				10.14		f 7.06	f 11.11		61	61.5		ALLOUEZ N. W. C. and G. N. Crossings Interlocked		14.3	52	f 3.30	f 9.19	1.46					
				A 10.20AM		A 7.10PM	A 11.15AM	WOY X	63	63.3	SP	EAST END C. St. P. M. & O. Crossing Interlocked	D	12.5	Yard	L 3.25PM	L 9.15AM	L 1.40AM					

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

						A 7.45PM	A 11.50AM	WGO TY	WB 71	75.8	DU	DULUTH	DN	0.0	Yard	L 2.50PM	L 8.40AM						
				Ex. Sunday		Daily	Daily									Daily	Daily	Ex. Sunday					
				3.20		2.30	2.30	.....	.....	.....		Time Over Sub-division		.....	.....	2.30	2.30	3.14					
				18.9		25.3	25.3	.....	.....	.....		Average Speed Per Hour		.....	.....	25.3	25.3	19.5					

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

SPECIAL INSTRUCTIONS, PAGES 7, 8 AND 9.

EASTWARD

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.
AUTOMATIC BLOCK BETWEEN CARLTON AND CENTRAL AVENUE.
DOUBLE TRACK BETWEEN STATE LINE AND ANTON.
SPECIAL INSTRUCTIONS PAGES 7, 8 AND 9.

WESTWARD

THIRD SUB-DIVISION
(MAIN LINE)

THIRD CLASS			SECOND CLASS		TIME TABLE No. 54										FIRST CLASS																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
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Ex. Sun.	Mon., Wed. & Fri.	Ex. Sun.	Daily	Daily	Telegraph Offices and Calls										Ex. Sun.	Daily	Daily	Ex. Sun.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																
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EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.

AUTOMATIC BLOCK BETWEEN WHITE BEAR AND WEST DULUTH JUNCTION.

SPECIAL INSTRUCTIONS PAGES 7, 8 AND 9.

THIRD SUB-DIVISION (MAIN LINE)

EASTWARD

FIRST CLASS										TIME TABLE No. 54										SECOND CLASS				THIRD CLASS			
										July 29, 1928. Succeeding No. 53.																	
										STATIONS										C.M. & St. P. Freight				Way Freight			
										Telegraph Offices and Calls										Daily				Ex. Sun.			
										DULUTH 4.0										A 6.30AM							
										DN 140.4 WB 71																	
										Distance from Duluth																	
										Car Capacity of Sidings																	
										Water, Fuel, Scales, Turn Tables, Vies and Yard Limits																	
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WESTWARD

FOURTH SUB-DIVISION
(CUYUNA NORTHERN RAILWAY)

EASTWARD

SECOND CLASS				TIME TABLE No. 54. July 29, 1928. Succeeding No. 53.				SECOND CLASS			
739								738			
Mixed				STATIONS				Mixed			
Ex. Sun.				Telegraph Offices and Calls				Ex. Sun.			
L	12.10	PM	100	DO	DEERWOOD	DN	7.2	A	11.50	AM	
A	12.25	PM	4	RN	FRONTON	D	8.3	L	11.35	AM	
			4.0	Eco Line	0.7	Track Conn.	2.0				
			5.2		SOO JUNCTION						
					0.6	Track Conn.					
					C. M. L. JCT.		2				
					2.0						
					TROMMARD		0.0				
Ex. Sun.								Ex. Sun.			
.15								.15			
15.8								15.6			
				Time Over Sub-division							
				Average Speed per Hour							

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

Special Instructions Pages 7 and 8.

WESTWARD

FIFTH SUB-DIVISION
(CLOQUET BRANCH)

EASTWARD

SECOND CLASS				TIME TABLE No. 54. July 29, 1928. Succeeding No. 53.				SECOND CLASS			
99								98			
Mixed				STATIONS				Mixed			
Ex. Sun.				Telegraph Offices and Calls				Ex. Sun.			
L	3.16	PM	83	UN	CARLTON	DN	5.8	A	8.00	AM	
					2.1			A	2.50	PM	
					SCANLON		2.7				
					2.7						
					CLOQUET	D	0.0	L	7.40	AM	
Ex. Sun.								Ex. Sun.			
.20								.20			
11.6								17.4			
				Time Over Sub-division							
				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. 99 is superior to No. 100.

No. 75 is superior to 74.

WESTWARD

SIXTH SUB-DIVISION
(GRANTSBURG BRANCH)

EASTWARD

SECOND CLASS				TIME TABLE No. 54. July 29, 1928. Succeeding No. 53.				SECOND CLASS			
733								734			
Mixed				STATIONS				Mixed			
Ex. Sun.				Telegraph Offices and Calls				Ex. Sun.			
L	1.50	PM	0.0	G	GRANTSBURG	D	17.0	A	12.40	PM	
					0.5						
					LIND SPUR		10.5				
					2.8						
					BENSON		6.7				
					1.6						
					ST. CROIX RIVER		8.1				
					6.1						
					RUSH CITY	DN	0.0	L	12.01	PM	
Ex. Sun.								Ex. Sun.			
.50								.39			
20.4								26.1			
				Time Over Sub-division							
				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				TIME TABLE No. 54. July 29, 1928. Succeeding No. 53.				FIRST CLASS				SECOND CLASS			
725								71				726			
Mixed				STATIONS				Passenger				Mixed			
Ex. Sun.				Telegraph Offices and Calls				Ex. Sun.				Ex. Sun.			
L	8.00	AM	0.0	WT	TAYLORS FALLS YARD	D	20.2	L	11.35	AM		A	11.00	AM	
					0.7										
					TAYLORS FALLS	D	19.5								
					2.4										
					FRANCONIA		17.1								
					3.1										
					SHAFERS	D	14.0								
					3.4										
					CN CENTRE CITY	D	10.6								
					1.7										
					MC LINDSTROM	D	8.9								
					2.6										
					GO CHISAGO CITY	D	6.3								
					6.3										
					WI WYOMING	DN	0.0								
Ex. Sun.								Ex. Sun.				Ex. Sun.			
1.40								.55				.55			
12.1								22.0				22.0			
				Time Over Sub-division											
				Average Speed per Hour											

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

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; Bridge 5, Fish River; Bridge 29, Iron River; Bridge 48, Poplar River; Bridge 49, Middle River and Bridge 53, Amnicon River, as follows:
Single or double header engines, Classes T, Q-3, Q-4, W, W-1, W-2 and W-4 eight (8) miles per hour.
Engines, Classes A, 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:
Single header 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.
Single and double header engines, Classes A, 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.
Maple.....West End Siding.
Brule.....West End Team Track.
Tarter.....West End Siding.
Iron River.....West End Transfer Track.
- Commercial Spurs**—

	Miles from Duluth	Car Capacity
Bellwood.....	35.8	10
Maple.....	31.8	3

SECOND SUBDIVISION.

(MAIN LINE.)

- At Brainerd**—Connection with the Minnesota & International Railway just west of the Mississippi River Bridge is governed by automatic block 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 must be used on grades between Iverson and Central Avenue. 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.
On solid trains of ore Trainmen must turn up retaining valves on one-fourth of the total number of cars in train starting at the head end before train leaves Sawyer. This number of retaining valves will be used from Sawyer to Pokegama and will be turned down between Pokegama and Central Avenue, train to be stopped for that purpose.
Retaining valves will be turned down at Carlton if necessary to permit of getting train into yard and when engine is to be cut off at Carlton to take water or do switching which requires a brake test to be made before leaving the retaining valves will not be turned up until after the brake test has been made.
- At Carlton**—Eastward Freight Trains and light engines from the Second Sub-Division will head in on North Siding.
Westward Trains, Switch Crews or Branch Trains will not use North Siding without permission from the Dispatcher.
- 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 South Siding will be known as "Eastward Siding" and used by Eastward trains. The North Siding will be known as "Westward Siding" and used by Westward trains.
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 locked in normal position.
- 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.
- At Motley**—The South Siding will be known as "Eastward Siding" and used by Eastward trains. The North Siding will be known as "Westward Siding" and 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.
- 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 trains at Brainerd when using Main Tracks at that point.
- 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 & 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 passenger trains 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.
- Special Stops and Connections**—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.
- Bulletin Stations**—
Duluth Passenger Station.
Duluth Yard Office.
Duluth Round House.
Carlton.
Brainerd.
Brainerd Round House.
Staples Passenger Station.
Staples Yard Office.
Staples Round House.
- Standard Time Clocks**—
Duluth Passenger Station.
Carlton.
Staples Passenger Station.
Brainerd.
- Watch Inspectors**—
H. Hendrickson.....Duluth, 400 West 1st. St.
J. Arnold Johnson.....Duluth, 2129 West Sup. St.
W. F. Hurst.....West Duluth, 301 N. Central Ave.
C. A. Swanson.....Superior.
C. L. Burnett.....Brainerd.
Jesse L. Cross.....Staples.
- Derail Switches**—
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.
- 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 to the Fond du Lac Branch.
- At Hinckley**—The Siding east of Grind Stone River will be known as "Westward Siding" and used by Westward trains. The Siding west of Great Northern Crossing will be known as "Eastward Siding" and used by Eastward trains. No. 1 Yard track will be kept clear of cars so it may be used as Siding by trains in both directions when so instructed.

- 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 cabooses 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.**—
Way Freight Trains authorized to carry adult male passengers from and to points at which these trains stop for other purposes:
Nos. 721, 722, 729 and 730 between Hinckley and White Bear.
Nos. 723 and 724 between Carlton and Hinckley.
Nos. 67, 68 will stop on signal at Collette, one and one-fourth miles east of Bald Eagle.
No. 61 wait at Carlton for No. 55.
- At Hinckley**—Interlocking Trains will call for route as follows:
For Through Main Track Movement—(One Long)
For Movement from Main Track to Sidings — (One Long, One Short)
For Movement from Sidings to Main Track — (One Short, One Long)
For Movement from Siding to Siding — (Two Shorts)
- Register Stations**—
West Duluth.
Carlton.
Hinckley. For trains that terminate Hinckley.
White Bear.
- 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.
- Bulletin Stations**—
Duluth Passenger Station, Yard Office and Round House.
Carlton.
Hinckley.
White Bear.
St. Paul, Miss. St. Yard Office and Round House.
- Standard Time Clocks**—
Duluth Passenger Station.
Carlton.
Hinckley.
Rush City.
White Bear.
- Watch Inspectors**—
H. Hendrickson.....Duluth, 400 West 1st. St.
J. Arnold Johnson.....Duluth, 2129 West Superior St.
- Derail Switches**—
Short Line Park.....East End Siding.
Mile Post 17.....East End Spur.
Brownell.....East End Siding.
Thornton Siding.....East End Siding.
Friesland.....West End Loading Track.
Mission Creek.....West End of Spur.
Stacy.....West End House Track.
Garen.....West End Siding.
Bald Eagle.....East End Transfer Track.
- Commercial Spurs**—

	Miles from Duluth	Car Capacity
Smithville.....	7.7	10
Power Company Spur.....	17.0	4
Mission Creek.....	78.3	13
Thornton Siding.....	45.7	81
Garen Siding.....	130.7	8

SPECIAL INSTRUCTIONS.

FOURTH SUBDIVISION.

(IRONTON BRANCH.)

- 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, 4th Subdivision, between Soo Line Junction and Marace Mine. Trains moving on tracks between Soo Line Jet., Marace Mine and Trommold must be governed and comply with Rules 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 must move within yard limits prepared to stop unless the main track is seen or known to be clear."
- Register Stations**—Ironton.
Deerwood.
- Derail Switches**—
Ironton.....Feigh Mine coal track.

FIFTH SUBDIVISION.

(CLOQUET BRANCH.)

- Register Stations**—Carlton and Cloquet.
- Standard Time Clock**—Carlton.
- Bulletin Station**—Carlton.
- Watch Inspector**—L. A. Freeman, Cloquet.

SIXTH SUBDIVISION.

(GRANSTBURG BRANCH.)

- Bridge and Engine Restrictions**—
Speed will be restricted over Bridge 5, St. Croix River as follows:
Single header 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.
- Speed Restrictions**—Trains, four (4) miles per hour on curve one quarter of a mile west of Granstburg.
- Register Stations**—
Rush City.
Grantsburg.
- Bulletin Station**—
Rush City.
- Standard Time Clock**—
Rush City.
- Commercial Spurs**—

	Distance from Rush City	Car Capacity
McGrath Spur.....	3.3	3
Rungren Spur.....	8.0	5
Lind Spur.....	10.5	4
Anderson's Spur.....	15.0	4

Special Stops—Anderson's Spur flag stop for Trains 733, 734.

SEVENTH SUBDIVISION.

(TAYLORS FALLS BRANCH.)

- At Wyoming**—Trains approach highway crossing under absolute control.
- Bridge and Engine Restrictions**—
Speed will be restricted over Bridges 18, 18-1, 18-2 and 19 as follows:
Single header 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, Q, Q-1 and Q-2, eight (8) miles per hour.
Engines, classes A, Q-5, Q-6, W-3, W-5, Z, Z-1, Z-2, Z-3 and Z-4 not permitted.
- Special Stops, Etc.**—Passenger trains will stop on flag at Russell Beach.
- Register Stations**—
Wyoming.
Taylors Falls.
- Bulletin Station**—Wyoming.

ALL SUBDIVISIONS.

- Conductors of work trains will issue instructions to their flagmen in writing, except when flagman goes back immediately to stop approaching trains.
- 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 miles (35) per hour.
All trains fifteen (15) miles per hour passing telegraph offices where train orders are received through crossovers and entering siding tracks and thirty (30) miles per hour through interlocking plants.
At Carlton—Trains will not exceed a speed of fifteen (15) miles per hour over diamond switches at the Interlocking Plant, except straight through movement via the Third Subdivision.
- When necessary to take slack of freight trains with helper engine on the rear, it should be done by the helper engine.
- Except as otherwise provided, Enginemen will only be required to consult register at initial or starting point.
- 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.
- When conditions will permit enginemen on freight trains will receive proceed signal from rear of train before passing any station.
- Trains handling steam wrecking derrick, pile driver and locomotive crane will not exceed a speed of 25 miles per hour.
- When it becomes necessary to temporarily utilize a side track as main track, in addition to setting and locking switches for side track, flagman with proper flagging material must be stationed to fully protect approaching trains per rules, until movement over main line is resumed.
When conductors find it necessary to leave switches set for siding, they must fully protect approaching trains until relieved by track men or other employees, fully competent and equipped to do so.

AUTHORIZED SURGEONS.

LOCATION OF STRETCHERS (S)

Dr. A. W. IDE, Chief Surgeon, N. P. B. A. Hospital, St. Paul.
Dr. M. A. SHILLINGTON, Assistant Surgeon, N. P. B. A. Hospital, St. Paul.
Dr. B. I. DERAUF, Assistant Surgeon, N. P. B. A. Hospital, St. Paul.
Dr. H. G. COLLIE, Assistant Surgeon, N. P. B. A. Hospital, St. Paul.
Dr. L. F. CORRY, Assistant, N. P. B. A. Hospital, St. Paul.
Dr. W. J. LUND, Assistant, N. P. B. A. Hospital, St. Paul.
Hospital Phone Nestor 2866.

SPECIALISTS

Dr. A. C. HEATH, Nose and Throat, 339 Lowry Bldg., St. Paul.
Dr. L. A. NELSON, Oculist and Aurist, 830 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, Bradley Bldg., Duluth.
Dr. J. M. ROBINSON, Oculist and Aurist, 415 Providence Bldg., Duluth.
Dr. N. P. NELSON, 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.

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.
DR. F. R. GRATZEK, 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. D. E. NELSON, North Branch.....
DR. ALF. K. STRATTE, Pine City.....
DR. H. C. STRATTE, Pine City.....
DR. A. E. HOLMES, Rush City (s).....
DR. A. O. FLOM, Chicago City.....
DR. V. G. HASELTINE, Taylors Falls.....
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. A. A. RANKIN, Carlton.....
DR. JAMES FLEMING, Cloquet.....
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...
DR. A. L. KYLLO, Superior.....
Superior Freight Station (s).
Central Avenue (s).
East End Station (s).
DR. G. D. MacRAE, 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.....
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. B. W. KELLY, Aitkin, Minn. (s).....
DR. J. J. RATCLIFFE, Aitkin, Minn.....
DR. S. S. SHANNON, Ironton, Minn.....
DR. R. A. BEISE
DR. J. A. THABES
DR. G. I. BADEAUX
DR. F. L. HAWKINSON } Brainerd, Minn.....
DR. H. A. CARLSON
DR. M. P. GERBER }
Brainerd Shops (s).
Brainerd Passenger Station (s).
DR. F. H. ALLEN, Staples (s).....
DR. J. M. COOK (Asst.), Staples.....

Office Telephone	Residence Telephone
Cedar 2340	.....
217 J-1	217 J-2
217 J-1	217 J-3
33	167
29-2	29-3
94-W	94-J
186-W	186-J
57	57
75	95
175-2	175-3
2-W	2-J
13	13
38	11
7	136
95	96
86	104-S-B
247	76
East 67-J	East 67-M
Broad 65	Broad 532
Broad 65	Broad 192
Broad 1458-R1	North 161
Melrose 1089	Hemlock 3954-W
Melrose 1089	Hemlock 1955
Melrose 458	Melrose 579
Melrose 458	Melrose 1157
41	27
96	86
2	Lake Cottage
	214-J-10
75	75
47	92
30-W	30-R
5	200
56	164
22	93-W

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	25.6
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 2-5	
Maximum Train Limit.	65 Cars	70 Cars	99 Cars	99 Cars	99 Cars	99 Cars	99 Cars	99 Cars	99 Cars	99 Cars	99 Cars	99 Cars
Westward.	Tons Cars	Tons Cars	Tons Cars	Tons Cars	Tons Cars	Tons Cars	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	4800 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	.....	.....	.....	.....	.....	.....

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

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"	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"
Second Sub-division, Duluth to Staples.....	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	11'-8"
Third Sub-division, Duluth to White Bear.....	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	11'-8"
Fourth Sub-division, Deerwood to C. M. L. Mine.....	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	11'-8"
Fifth Sub-division, Carlton to Cloquet.....	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	11'-8"
Sixth Sub-division, Grantsburg to Rush City.....	19'-5"	19'-5"	19'-5"	19'-5"	19'-5"	19'-5"	19'-5"	19'-5"	19'-5"	19'-5"	19'-5"	19'-5"	19'-5"	19'-5"	19'-5"	19'-5"	19'-5"	19'-5"	11'-8"
Seventh Sub-division, Taylors Falls Yard to Wyoming.....	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	11'-8"
Deerwood to Orelan.....	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	11'-8"

F. L. BIRDSALL,
Asst. Superintendent.

W. D. PEARCE,
Asst. Superintendent.

H. J. COUNCILMAN,
Trainmaster.

A. S. CRITCHFIELD
Trainmaster.

GEORGE STEINER,
Chief Dispatcher.

