

NORTHERN PACIFIC RAILWAY COMPANY

LAKE SUPERIOR DIVISION

TIME 54A TABLE

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

SUNDAY, JANUARY 20, 1929.

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.

G. H. JACOBUS,
Superintendent.

P. H. McCAULEY,
General Superintendent of Transportation.

WESTWARD

FIRST SUB-DIVISION
(MAIN LINE)

EASTWARD

THIRD CLASS					SECOND CLASS	FIRST CLASS		Water, Fuel, Sealer, Turn Tables, Wyes and Yard Limits.	Station Numbers	Distance from Ashland	TIME TABLE No. 54-A		Distance from Duluth	Car Capacity of Sidings	FIRST CLASS		SECOND CLASS	THIRD CLASS						
731						53	51				January 20, 1929. Succeeding No. 54				52	54	732							
Way Freight						Passenger	Passenger				STATIONS				Passenger	Passenger	Freight							
Ex. Sunday						Daily	Daily				Telegraph Offices and Calls				Daily	Daily	Ex. Sunday							
				L 7:00AM		L 4:50PM	L 9:15AM	WC NOT	0	0.0	A	ASHLAND C. & N. W. and Soo Line Crossings 4.6 Track Conn.	D 75.8	Yard	A 5:40PM	A 11:45AM	A 4:54AM							
				f 7:14		s 5:01	s 9:26		5	4.0		ASHLAND JCT. C. St. P. M. & O. Crossing 5.6	71.2		s 5:28	s 11:33	4:42							
				f 7:31		f 5:14 52	f 9:39		10	10.2		MOQUAH 6.1	65.6	20	f 5:14 53	f 11:19	4:26							
				f 7:50		f 5:28	f 9:53		16	16.8		INO 1.8	59.5	27	f 5:01	f 11:05	4:07							
						f 5:32	f 9:57		10	18.1		SPIDER 5.6	57.7	Spur	f 4:57	f 11:02								
				f 8:14		f 5:43	f 10:09		24	23.7		TOPSIDE 4.7	52.1	13	f 4:44	f 10:49	3:44							
				s 8:29		s 5:54	s 10:20	WX	23	28.4	RV	IRON RIVER 4.0	47.4	30	s 4:33	s 10:39	3:30							
				f 8:41		f 6:03	f 10:30 54		22	32.4		MUSKEG 2.7	43.4	12	f 4:24	f 10:30 51	3:18							
				f 8:49		f 6:09	f 10:37		25	35.1		TARTER 1.3	40.7	12	f 4:18	f 10:20	3:10							
				s 8:53		s 6:12	s 10:42		20	39.4	BX	BRULE 3.6	39.4	30	s 4:15	s 10:17	3:05							
						f 6:20	f 10:51		40	40.0		BELLWOOD 1.5	35.8	Spur	f 4:07	f 10:08								
				f 9:08		f 6:23	f 10:55		41	41.5		BLUEBERRY 2.5	34.3	30	f 4:03	f 10:05	2:49							
				f 9:15		s 6:29	s 11:01		44	44.0		MAPLE 1.5	31.8	Spur	s 3:57	s 9:59	2:41							
				f 9:20		f 6:32	f 11:05		45	45.5		WIEHE 2.6	30.3		f 3:53	f 9:55	2:36							
				s 9:28		s 6:38	s 11:11	W	43	48.1	AR	POPLAR 2.2	27.7	20	s 3:47	s 9:49	2:28							
				f 9:44 54		s 6:43	s 11:16		50	50.3		WENTWORTH 3.2	25.5	22	s 3:42	s 9:44 731	2:21							
						f 6:50	f 11:23		53	53.5		AMNICON FALLS 3.2	22.3		f 3:34	f 9:37								
				f 10:02		f 6:57	f 11:30		57	56.7		CUTTER 1.3	19.1	Spur	f 3:26	f 9:30	2:02							
						f 7:01	f 11:34		59	58.5		PARKDALE 3.0	17.3		f 3:22	f 9:26								
				10:14		f 7:08	f 11:41		61	61.5		ALLOUEZ N. W. C. and G. N. Crossings Interlocked 1.3 Track Conn.	14.3	52	f 3:15	f 9:19	1:46							
				A 10:20AM		A 7:15PM	A 11:45AM	WOY X	63	63.3	SP	EAST END C. St. P. M. & O. Crossing Interlocked	D 12.5	Yard	L 3:10PM	L 9:15AM	L 1:40AM							

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

						A 7:50AM	A 12:20PM	WCO TY	WB 71	75.8	DU	DULUTH	DN	0.0	Yard	L 2:35PM	L 8:40AM					
				Ex. Sunday		Daily	Daily									Daily	Daily	Ex. Sunday				
				3.20		2.25	2.30	.....	.....	.....		Time Over Sub-division		.....	.....	2.30	2.30	3.14				
				18.9		26.1	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.

WESTWARD

SECOND SUB-DIVISION
(MAIN LINE)

EASTWARD

THIRD CLASS		SECOND CLASS	FIRST CLASS						Water, Fuel, Seals, Turn Tables, Wyes and Yard Limits	Station Numbers	Distance from Duluth	TIME TABLE No. 54A		Distance from Staples	Car Capacity of Bldgs	FIRST CLASS						THIRD CLASS		
727	623	33	31	65	63	57	55	January 20, 1929 Succeeding No. 54				STATIONS				58	56	64	66	32	34	728		
Way Freight	Freight	M. and L. 33 Passenger	M. and L. 31 Passenger	Passenger	Passenger	Passenger	Passenger	Telegraph Offices and Calls				Passenger	Passenger			Passenger	Passenger	M. and L. 32 Passenger	M. and L. 34 Passenger	Way Freight				
Ex. Sun.	Daily	Daily	Ex. Sun.	Daily	Daily	Daily	Daily					Daily	Daily			Daily	Daily	Ex. Sun.	Daily	Ex. Sun.				
				L 11.30AM	L 2.00PM	L 7.00PM	L 8.30PM	WCO TYX				WB 71	0.0 DU			DULUTH 8.3	DN 147.5 Yard	A 9.00AM	A 9.50PM	A 7.00PM	A 6.30AM			
BETWEEN CENTRAL AVE. AND DULUTH TRAINS WILL BE GOVERNED BY DULUTH AND SUPERIOR TERMINALS TIME TABLE.																								
		L 6.30AM 01			L 12.25AM	L 2.43PM	L 7.32PM	L 8.55AM	WY X	67	8.3	AJ	139.2 Yard	A 8.34AM	A 9.23PM	A 6.15PM 023	A 6.29AM							
		6.46			12.30	2.46	7.35	9.00		69	10.7	G. N. Crossing Interlocked	2.4 Track Conn.	P 139.8	78	8.29	9.18	6.10	6.24					
		7.02			12.39	2.53	7.45	9.10		74	15.7	WG	ANTON 2.7	P 131.8	37	8.22	9.11	6.04	6.17					
		7.08	This Train when 15 minutes or more late loses both Right and Schedule.	This Train when 15 minutes or more late loses both Right and Schedule.	12.44	2.57	7.50	9.15		78	18.4	G. N. Crossing Interlocked	1.7	P 129.1		8.18	9.06	5.59	6.12					
		7.14			12.48	3.00	7.53	9.19		70	20.1		BARKER 3.0	P 127.4	36	8.15	9.03	5.56	6.09					
		7.25			12.55	3.07	7.59	9.25		82	28.1	WG	WRENSHALL 4.4	DN P 124.4	80	8.10	8.58	5.51	6.04					
	L 6.55AM	7.50			A 1.05AM	A 3.15PM	8.11	9.35	WY OC X	88	27.5	UN	CARLTON Third Sub-div. Crossing Interlocked 4.0	DN 120.0 Yard	80	8.03	8.50	L 5.43PM	L 4.56AM					
	7.15	8.03					8.21	9.46		91	32.4		IVERSON 4.8		70	7.53	8.40							
	7.46 03	8.31 03-57					8.31 023-50	9.56	Y	98	37.2	SA	SAWYER 0.5	D P 110.3	80	7.46 727	8.31 023-57							
	8.07	8.50					8.42	10.10		103	43.7		CORONA 5.4	P 103.8	79	7.36	8.20							
	8.28	9.05					8.52	10.21	W	103	49.1	CM	CROMWELL 6.1	DN P 93.4	69	7.28	8.11							
	8.48	9.16					9.03	10.32		114	55.2	WT	WRIGHT 6.1	D P 93.8	80	7.18	8.00							
	9.08	9.28					9.14	10.45 728		120	61.8	TK	TAMARACK 4.0	D P 80.2	91	7.08	7.49							
	9.21	9.36			9.21	10.53		125	65.8		GRAYLING 5.2	P 82.2	80	7.01	7.42									
	9.38	9.59			9.33	11.03	WYC X	129	70.5	MG	McGREGOR 4.0	DN 77.0	W69 E 80	6.54	7.33									
	9.54 728	10.09			9.40	11.11		133	74.5		LANSFORD 4.8	P 73.0	69	6.46	7.26									
	10.12	10.19			9.48	11.21		138	79.8	KY	KIMBERLY 5.8	D P 63.2	80	6.39	7.18									
	10.28	10.31			9.58	11.31		144	85.1		ROSSBURG 6.0	P 62.4	83	6.29	7.08									
	11.00	10.59			10.10	11.43	WX	150	91.1	KN	AITKIN 4.8	DN P 56.4	W80 E 82	6.20	6.57									
	11.10	11.12			10.18	11.52AM		153	95.9		CEDAR LAKE 5.6	P 51.6	80	6.11	6.49									
	11.25	11.27			10.30	12.03PM	XY	160	101.5	DO	DEERWOOD 4.0	DN 46.0	70	6.03	6.39									
	11.35	11.37			10.37	12.11	W	163	105.5		KLONDYKE 5.5	P 42.0	79	5.54	6.32									
	11.50AM	11.48PM			10.46	12.21		170	111.0		LOERCH 7.2	P 36.8	80	5.46	6.23									
	12.05PM 55-32	12.30PM	L 11.35PM	L 2.00PM	10.58 11.08	12.35 12.40 727-32	WCO TYX	177	118.2	B	BRAINERD 0.0	DN 29.3	106	5.35 5.30	6.10 6.00									
	12.57	12.32	A 11.40PM	A 2.05PM	11.10	12.42		118	8		M. & L. JCT. 3.8			5.28	5.58									
	1.10	12.42			11.15	12.49		181	122.6		BAXTER 5.6	P 24.9	81	5.23	5.52									
	1.25	12.54			11.24	12.59		187	128.2		SYLVAN 3.4	P 19.3	80	5.15	5.43									
	1.48	1.02			11.30	1.05		191	131.6	PG	PILLAGER 5.0	D P 15.9	108	5.10	5.37									
	2.05	1.14			11.38	1.14		196	136.6		WHEELLOCK 3.7		80	5.01	5.28									
	2.30	1.24			11.46	1.21	W	199	140.3	MO	MOTLEY 4.1	D 7.2	W80 E 80	4.56	5.22									
	2.40	1.33			11.53	1.29		203	144.4		HAYDEN 3.1		80	4.49	5.15									
	A 3.00PM	A 1.50PM			A 11.59PM	A 1.35PM	WCO TYX	207	147.5	SO	STAPLES	DN 0.0 Yard		L 4.45AM	L 5.10PM									
Ex. Sun.	Daily	Daily	Ex. Sun.	Daily	Daily	Daily	Daily							Daily	Daily	Daily	Daily	Ex. Sun.	Daily					
7.15	7.20	.05	.05	.40	.32	4.17	4.35							3.44	4.03	.32	.33	.05	.08					
16.5	19.	7.4	7.4	28.8	36.0	32.5	30.3							37.2	34.2	36.0	34.7	7.4	4.5					

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. 54A.										FIRST CLASS																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																
723	721	625	627	January 20, 1929.		Succeeding No. 54		STATIONS		Distance from White Bear		Car Capacity of Buildings		61	63	65	67																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																														</

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				Water, Fuel, Sealer, Turn Tables, Wyes and Yard Limits	Car Capacity of Stations	Distance from Duluth	TIME TABLE No. 54A January 20, 1929. Succeeding No. 54. STATIONS Telegraph Offices and Calls				Distance from White Bear	Station Numbers	SECOND CLASS		THIRD CLASS	
68	64	62	66										626	628	722	724
Passenger	Passenger	Passenger	Passenger										C. M. St. P. & P. Freight	Freight	Way Freight	Way Freight
Ex. Sun.	Daily	Ex. Sun.	Daily										Daily	Daily	Ex. Sun.	Tues. Thurs. & Sat.
	A 7.00PM	A 2.10PM	A 6.30PM	WCY OTX	Yard	0.0	DU	DULUTH 4.9	DN	140.4	WB 71		A 5.30AM			
BETWEEN WEST DULUTH JCT. AND DULUTH TRAINS WILL BE GOVERNED BY DULUTH AND SUPERIOR TERMINALS TIME TABLE																
	Via 2d Subdivision and Superior	A 1.48PM	Via 2d Subdivision and Superior	WY X		4.9		WEST DULUTH JCT. 2.8	P	135.6	L 51A		4.46AM	A 4.55AM		A 11.47PM
		f 1.44		Spur		7.7		SMITHVILLE 2.6		132.7	L 8					f 11.36
		f 1.38		38		11.3		SHORT LINE PARK 4.8	P	120.1	L 11		4.20	4.36		f 11.20
		f 1.29		50		10.1		BROWNELL 3.2	P	124.8	L 10		4.05	4.22		f 11.01
		f 1.23		31		10.3		THOMSON 1.6	P	121.1	L 10		3.50	4.10		f 10.48
	A 5.43PM	s 1.20	A 4.48PM	WCO YX	Yard	20.9	UN	CARLTON Interlocked 2nd Sub-Div. and G. N. Crossing 6.0	DN	110.5	86		3.45	4.05		s 10.41
	5.33	1.07	4.37		80	26.0		OTTER CREEK 1.5	P	113.5	L 26		3.17	3.43		f 10.17
		f 1.04	f 4.33		13	28.4		ATKINSON 4.3	P	112.0	L 26					f 10.11
	5.24	s 12.55	f 4.24		103	32.7	MA	MAHTOWA 6.0	D P	107.7	L 32		3.01	3.27		s 9.54 91
	s 5.16	s 12.43	f 4.12		80	38.7	BM	BARNUM 4.5	D P	101.7	L 30		2.45	3.11		s 9.27
	s 5.07	s 12.33	s 4.02	WX	108	42.2	MU	MOOSE LAKE 6.0	DN	97.2	L 43		2.30	2.56		s 9.10
	4.56	s 12.20	f 3.46		74	40.2	SO	STURGEON LAKE 4.5	D P	91.2	L 49		2.11 65	2.39		s 8.43
	s 4.48	s 12.10	f 3.36		91	53.7	WR	WILLOW RIVER 2.9	D P	83.7	L 54		1.45	2.21 65		s 8.26
	4.41	s 12.01PM	s 3.27		54	57.0		RUTLEDGE 5.1	P	82.8	L 58		1.33	1.59		f 8.10
	s 4.34	s 11.51AM	f 3.16		108	62.7	FV	FINLAYSON 2.4	D P	77.7	L 62		1.17	1.44		s 7.50
	4.27 63	s 11.43	s 3.08	W	80	65.1	MR	CRONINGEN 4.7	DN	74.3	L 66		1.05	1.34		s 7.37
	4.17	s 11.33 723	f 2.57 66		90	70.8		FRIESLAND 4.8	P	69.6	L 71		12.50	1.20		f 7.19
	s 4.08	s 11.23 61	s 2.47	WCO YX	Yard	75.6	HN	HINCKLEY G. N. Crossing 3.2	DN	64.8	L 76		12.30AM 11.54PM 627-625	1.00 12.19AM 627-625	A 12.45PM	L 7.00AM
		f 11.07	f 2.36		Spur	78.8		MISSION CREEK 4.1		61.6	L 70					
	3.56	s 11.01	f 2.29		81	82.9	RN	BEROUN 5.8	P	57.5	L 83		11.30	11.59PM	s 12.25	
	s 3.48	s 10.52	s 2.18	X	81	88.7	J	PINE CITY 4.7	DN P	51.7	L 89		11.16	11.45	s 12.05PM	
	3.39	s 10.41	f 2.04 625		81	93.4	RK	ROCK CREEK 5.1	D P	47.0	L 94		11.05	11.34	s 11.47AM 61	
	s 3.31	s 10.32 721	s 1.52 627	WY X	W83 E 80	98.5	RC	RUSH CITY 6.9	DN P	41.9	L 99		10.55	11.23	s 11.20	
	s 3.19	s 10.19	f 1.37		78	105.4	HA	HARRIS 5.1	D P	35.0	L 106		10.39	11.07	s 11.00 721	
	s 3.10	s 10.09	f 1.25	WX	W62 E 80	110.5	CH	NORTH BRANCH 7.9	D P	29.9	L 111		10.25	10.53	s 10.24	
	2.58	s 9.56 722	f 1.11		78	118.4	CA	STACY 4.2	D P	22.0	L 119		10.03	10.31	s 9.56 62	
A 6.45PM	s 2.51	s 9.49	s 1.03	WY X	W79 E 96	122.6	WI	WYOMING 4.2	DN	17.8	L 123		9.51	10.19	s 9.35	
s 6.38	s 2.43	s 9.42	f 12.55		100	126.8	ST	FOREST LAKE 3.7	D P	13.6	L 127		9.39	10.07	s 9.19	
f 6.31					12	130.5		GAREN 4.7		9.9	L 131					
s 6.21 63	2.32	s 9.30	f 12.40		84	135.2	VN	HUGO 4.2	D P	5.2	L 135		9.15	9.43	s 8.46	
s 6.12	2.25	s 9.22	12.33		73	139.4	JN	BALD EAGLE Soo Line Crossing 1.0	PD	1.0	L 140		9.03	9.31	s 8.30	
L 6.10PM	L 2.23PM	L 9.20AM	L 12.30AM	WC TX	Yard	140.4	WB	WHITE BEAR	DN	0.0	L 141		9.00PM	L 9.28PM	L 8.25AM	
Ex. Sun.	Daily	Ex. Sun.	Daily										Daily	Daily	Ex. Sun.	Tu. Th. & Sa.
3.35 30.5	3.20 35.8	4.18 31.5	4.08 28.9										7.09 18.4	6.46 20.0	4.20 14.9	4.47 14.7
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 WHITE BEAR AND WEST DULUTH JUNCTION.

SPECIAL INSTRUCTIONS, PAGES 7, 8 AND 9.

WESTWARD

FOURTH SUB-DIVISION
(CUYUNA NORTHERN RAILWAY)

EASTWARD

SECOND CLASS				TIME TABLE No. 54A. January 20, 1929. Succeeding No. 54.				SECOND CLASS			
739								738			
Way Freight				STATIONS				Way Freight			
Ex. Sun.				Telegraph Offices and Calls				Ex. Sun.			
L	8.30AM	X	100	DO	DEERWOOD	DN	7.2	A	9.30AM		
A	8.45AM	X	4	RN	IRONTON	D	3.3	L	9.15AM		
		X		Sec Line	0.7	Track Conn.					
					SOO JUNCTION		2.6				
					0.0	Track Conn.					
					C. M. L. JCT.		2				
					2.0						
					TROMMARD		0.0				
Ex. Sun.								Ex. Sun.			
.15								.15			
15.0								15.0			

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

No. 739 is superior to No. 738.

Special Instructions Pages 7 and 8.

WESTWARD

FIFTH SUB-DIVISION
(CLOQUET BRANCH)

EASTWARD

SECOND CLASS				Water, Fuel, Stables, Turn Tables, Wyes and Yard Limits	Station Numbers	Distance from Carlton	TIME TABLE No. 54A. January 20, 1929. Succeeding No. 54.			Distance from Cloquet	Car Capacity of Sidings	SECOND CLASS		
99 .	75	97	98				74	100						
Mixed	Mixed	Mixed	Mixed				Mixed	Mixed						
Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.				Ex. Sun.	Ex. Sun.						
L	L	L	A				A	L						
3.16PM	1.36PM	7.10AM	8.00AM	2.50PM	5.00PM									
f	f	f	f	f	f									
3.30	1.47	7.20	7.50	2.38	4.48									
A	A	A	L	L	L									
3.46PM	1.55PM	7.30AM	7.40AM	2.30PM	4.40PM									
		69	67											
Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.									
.20	.20	.20	.20	.20	.20									
11.0	17.4	17.4	17.4	17.4	17.4									

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. 54A. January 20, 1929. Succeeding No. 54.				SECOND CLASS			
733								734			
Mixed				STATIONS				Mixed			
Ex. Sun.				Telegraph Offices and Calls				Ex. Sun.			
L	1.50PM	T	LE17	0.0	G	GRANTSBURG	D	17.0	SD	A	12.40PM
						6.5					
f	2.05		LE11	6.8		LIND SPUR		10.5		s	12.25
						8.8					
s	2.15		LE 7	10.3		BENSON		6.7	10	s	12.17
						1.0					
s	2.20		LE 5	11.9		ST. CROIX RIVER		5.1		s	12.13
						5.1					
A	2.40PM	WYOL	99	17.0	RG	RUSH CITY	DN	0.0	103	L	12.01PM
		X									
Ex. Sun.								Ex. Sun.			
.30								.39			
20.4								26.1			

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

WESTWARD

SEVENTH SUB-DIVISION
(TAYLORS FALLS BRANCH)

EASTWARD

SECOND CLASS				FIRST CLASS				TIME TABLE No. 54A. January 20, 1929. Succeeding No. 54.				FIRST CLASS				SECOND CLASS	
725																726	
Mixed				Passenger				STATIONS				Passenger				Mixed	
Ex. Sun.				Ex. Sun.				Telegraph Offices and Calls				Ex. Sun.				Ex. Sun.	
L	8.00AM			L	11.35AM	L	5.50AM	WT	X	0.0		A	11.00AM	A	7.40PM	A	2.40PM
s	8.04			s	11.37	s	6.00			LF21	0.7	FA	TAYLORS FALLS	D	10.5	9	s 10.58
s	8.16			f	11.43	f	6.06			LF17	3.1		FRANCONIA		17.1		f 10.52
s	8.31			s	11.51AM	s	6.12			LF14	6.3	SP	SHAPERS	D	14.0	40	s 10.44
s	8.48			s	12.01PM	s	6.19			LF10	9.0	CN	CENTRE CITY	D	10.6	28	s 10.35
s	8.56			s	12.05	s	6.22			LF 9	11.3	MC	LINDSTROM	D	8.9	28	s 10.30
s	9.09			s	12.12	s	6.28			LF 6	13.9	GO	CHISAGO CITY	D	6.3	37	s 10.23
A	9.40AM			A	12.30PM	A	6.41AM	WY	X	L 123	20.2	WI	WYOMING	DN	0.0	175	L 10.05M
Ex. Sun.				Ex. Sun.		Ex. Sun.										Ex. Sun.	Ex. Sun.
1.40				.55		.51										.55	.55
12.1				22.0		23.7										22.0	22.0

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., Omaha and Soo Line first class trains when using or crossing over their Main Tracks. Main line switch located just East of Seventh Ave., and leading to the Soo Line, must be left lined for the Soo Line connection.
- 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, Z-4 and Z-5 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, Z-4 and Z-5 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 Soo Line 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
Spider.....	57.7	6
Bellwood.....	35.8	10
Maple.....	31.8	3
Cutter.....	19.1	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.
- At Anton**—Switch at East end of double track is a spring switch and may be run through. Switch is normally lined for Westward main track. Maximum speed for trailing or facing point movement over spring switch is fifteen (15) miles per hour. Trains trailing through or stopping on switch must not back up or take slack until switch points have been thrown by hand. Flying switches must not be made over spring switch under any circumstances. When necessary to throw switch by hand the switch stand lever must be operated slowly, keeping a steady pressure on the handle until switch is thrown and handle down in the socket. Engines switching will stop and examine switch points before passing over the switch. The normal position of Westward automatic block signal 15.7, and Eastward automatic block signal 15.8 will be "Clear." Westward trains finding automatic block signal 15.7 at "Stop" must stop and examine switch points before passing over switch. Westward trains moving against the current of traffic on Eastward main track must stop and open switch by hand and close same after train has passed. Eastward trains moving against the current of traffic on Westward main track will be governed by indication of automatic block 15.8, and if in "Stop" position must stop back of the insulated joints and examine switch points before passing over spring switch. Sand must not be used over the points of spring switch.
- 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**—Westward Distant Signal of the Interlocking Plant is a two arm signal located 8700 feet east of the home signal. The top arm is fixed and its normal indication is "STOP." The lower arm is automatically operated and has three indications, namely, STOP, CAUTION and PROCEED. When the lower arm indicates "CAUTION" or "STOP," passenger and freight trains that will not encounter difficulty starting at the home signal of the Interlocking Plant, may proceed to the home signal under the provisions of Automatic Block Signal Rules 509-A and 509-D. Other heavily loaded trains will not proceed until the lower arm indicates "CLEAR." If the lower arm is not immediately changed to indicate "CLEAR" the condition of the block ahead will be obtained from the leverman at the Interlocking Station by using the telephone located at the signal. The movement of the train will then be governed by these conditions.
- 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.
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, 416 West Superior St.
J. Arnold Johnson.....Duluth, 2129 West Sup. St.
W. F. Hurst.....West Duluth, 301 N. Central Ave.
L. J. Howatt.....Superior, 1313 Tower Ave.
G. L. Burnett.....Brainerd.
Jesse L. Cross.....Staples.
- Derail Switches**—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 or from Grassy Point Line or 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. When Westward freight trains leave a portion of their train on main track or siding East of Hinckley and before detaching engine, at least six good hand brakes, more if necessary, must be set in order to assure holding that portion of train left on descending grade.
- 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 and 722 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**—Hinckley.
Duluth Passenger Station.
Carlton.
White Bear.
- Watch Inspectors**—H. Hendrickson.....Duluth, 416 West Superior St.
J. Arnold Johnson.....Duluth, 2129 West Superior St.
- Derail Switches**—Friesland.....West End Loading Track.
Short Line Park East End Siding. Mission Creek West End of Spur.
Mile Post 17.....East End Spur. Stacy.....West End House Track.
Brownell.....East End Siding. Garen.....West End Siding.
Thornton Siding East 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.)

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, 4th 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 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."
2. Register Stations—Ironton.
Deerwood.
3. Derail Switches—Ironton.....Feigh Mine coal track.

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.
(GRANSTBURG BRANCH.)

1. 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.
2. Speed Restrictions—Trains, four (4) miles per hour on curve one quarter of a mile west of Granstburg.
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
McGrath Spur.....	3.3	3
Rungren Siding.....	8.0	5
Lind Spur.....	10.5	4
Anderson's Spur.....	15.0	20

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

SEVENTH SUBDIVISION.
(TAYLORS FALLS BRANCH.)

1. At Wyoming—Trains approach highway crossing under absolute control.
2. 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.
3. Special Stops, Etc.—Passenger trains will stop on flag at Russell Beach.
4. Register Stations—Wyoming.
Taylors Falls.
5. Bulletin Station—Wyoming.

ALL SUBDIVISIONS.

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 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, and C. M. St. P. & P. engines, Class L-2 and L-2-B, will not exceed a speed of eight (8) miles per hour over diamond switches at the Interlocking Plant, except straight through movement via Third Subdivision.
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.
8. 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.
9. "Gas electric motor cars must not be stopped on sand."

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

	Office Telephone	Residence Telephone
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).	Cedar 2340	.....
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).....	217 J-1	217 J-2
DR. T. S. McCLANAHAN, White Bear.....	217 J-1	217 J-3
DR. W. R. HUMPHRY, Stillwater.....	33	167
Wyoming (s).	.....	.....
DR. J. A. POIRIER, Forest Lake.....	20-2	20-3
DR. G. E. SCHOOF, North Branch.....	94-W	94-J
DR. ALF. K. STRATTE, Pine City.....	123-W	186-J
DR. H. C. STRATTE, Pine City.....	.....	.....
DR. A. E. HOLMES, Rush City (s).....	57	57
DR. R. I. STEWART, Lindstrom.....	27	105
DR. A. O. FLOM, Chicago City.....	75	95
DR. V. G. HASELTINE, Taylors Falls.....	175-2	175-3
DR. E. I. BUNKER, Grantsburg.....	2-W	2-J
DR. E. L. STEPHAN, Hinckley (s).....	13	13
DR. W. C. EHMKE, Willow River.....	33	11
DR. THOMAS MOE, Moose Lake.....	7	136
DR. J. D. GILBERT, Carlton (s).....	95	98
DR. A. A. RANKIN, Carlton.....	36	104-S-B
DR. JAMES FLEMING, Cloquet.....	.....	.....
DR. ALBERT STUART, Cloquet (s).....	135-J	135-M
DR. C. S. KNOX, 219 Albany Block, East End, Superior.	East 67-J	East 67-M
DR. W. H. SCHNELL, 23 Columbia Bldg., Superior.	Broad 65	Broad 532
DR. F. C. SARAZIN, 28 Columbia Bldg., Superior...	Broad 65	Broad 192
DR. A. L. KYLLO, Superior.....	Broad 1458-R1	North 161
Superior Freight Station (s). Central Avenue (s). East End Station (s).	.....	.....
DR. G. D. MacRAE, 400 Lyceum Bldg., Duluth.....	Melrose 1089	Hemlock 3954-W
DR. C. M. SMITH, 400 Lyceum Bldg., Duluth.....	Melrose 1089	Hemlock 1955
DR. C. L. HANNEY, Sloan Bldg., Duluth.....	Melrose 458	Melrose 579
DR. O. E. HEIMARK, Sloan Bldg., Duluth.....	Melrose 458	Melrose 1157
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).....	41	27
DR. F. G. JOHNSON, Iron River, Wis.....	96	86
DR. C. T. GRANGER, McGregor.....	24	24
DR. B. W. KELLY, Aitkin, Minn. (s).....	2	Lake Cottage 214-J-10
DR. J. J. RATCLIFFE, Aitkin, Minn.....	75	75
DR. S. S. SHANNON, Ironton, Minn.....	47	92
DR. R. A. BEISE DR. J. A. THABES DR. G. I. BADEAUX, Sr. and Jr. DR. F. L. HAWKINSON DR. H. A. CARLSON DR. M. P. GERBER DR. N. W. STEWART Brainerd Shops (s). Brainerd Passenger Station (s).	30-W 5	30-R 200
DR. F. H. ALLEN, Staples (s).....	56	164
DR. J. M. COOK (Asst.), Staples.....	22	93-W

MINE SPURS—CUYUNA RANGE.

Station No.	Name	Distance from Ironton
LH 1	Mahnomen Mine.....	1.4
LH 2	Louise Shaft.....	1.6
LH 3	Louise Mine.....	2.4
LH 4	Maroco Mine.....	4.4
LI 1	Feigh Mine.....	1.3
LI 2	Hillcrest Mine.....	1.6
LI 5	Sagamore Mine.....	4.5
LN 1	Thompson Pit.....	1.4
LN 2	Sintering Plant.....	2.3
LN 3	Evergreen Mine.....	2.1
LN 4	Meecham Mine.....	2.3
LM 1	Croft Mine.....	1.3
LM 2	Merrimac Mine.....	1.5
LP 2	Sultana Mine.....	2.3
LT 3	Cuyuna Mille-Lacs Mine.....	3.4

SPEED TABLE.

Time Per Mile Per		Miles
Min.	Secs.	Hour
1	..	60
1	1	59
1	2	58
1	3	57.1
1	4	56.2
1	5	55.3
1	6	54.5
1	7	53.7
1	8	52.9
1	9	52.1
1	10	51.4
1	12	50
1	15	48
1	20	45
1	25	42.3
1	30	40
1	40	36
1	45	34.3
1	50	32.7
2	..	30
2	10	27.6
2	15	26.6
2	20	25.7
2	30	24
2	40	22.5
2	45	21.8
2	50	21.2
3	..	20
3	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
Westward.	Tons	Tons	Tons	Tons	Tons	Tons
Ashland to Iron River..	610	800	1100	1300	1500	.....
Iron River to Central Ave.	700	800	1100	1300	1500	.....
Duluth to Sawyer, 2nd S-d	.....	800	1150	1350	1550	2250
Sawyer to Brainerd....	.....	1600	2300	2700	3200	4500
Brainerd to Staples....	.....	2000	2600	3100	3800	4800
Duluth to Carlton, 3rd S-d	.....	600	950	1150	1200	1900
Carlton to Hinckley....	.....	1700	2300	2700	3200	4500
Hinckley to White Bear	.....	2000	2600	3000	3700	4800
Eastward.						
Staples to Duluth.....	.....	2000	2650	2950	3400	4800
Central Ave. to Iron River	650	750	1150	1400	.....	.....
Iron River to Ashland..	840	940	1350	1600	.....	.....
White Bear to Hinckley	.....	1900	2250	2550	3350	3500
Hinckley to Groningen..	.....	1450	1850	2250	2750	3300
Groningen to Duluth...	.....	1900	2250	2550	3400	4500

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'-6"
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'-6"
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'-6"
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'-6"
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'-6"
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'-6"
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'-6"
Deerwood to Oreland.....	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'-6"

F. L. BIRDSALL,
Asst. Superintendent.

W. D. PEARCE,
Asst. Superintendent.

H. J. COUNCILMAN,
Trainmaster.

A. S. CRITCHFIELD
Trainmaster.

GEORGE STEINER,
Chief Dispatcher.

