

NORTHERN PACIFIC RAILWAY COMPANY

LAKE SUPERIOR DIVISION

TIME 55 TABLE

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

SUNDAY, JUNE 9, 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

SECOND SUB-DIVISION
(MAIN LINE)

EASTWARD

THIRD CLASS		SECOND CLASS	FIRST CLASS						TIME TABLE No. 55										FIRST CLASS						THIRD CLASS	
727	623	33	31	65	63	57	55	June 9, 1929 Succeeding No. 54A										58	56	64	66	32	34	728		
Way Freight Ex. Sun.	Freight Daily	M. and L. 33 Passenger Daily	M. and L. 31 Passenger Ex. Sun.	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	STATIONS Telegraph Office and Calls										Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	M. and L. 32 Passenger Ex. Sun.	M. and L. 34 Passenger Daily	Way Freight Ex. Sun.		
				11.30 ^{AM}	2.00 ^{PM}	7.00 ^{PM}	7.00 ^{PM}	DULUTH 8.3										8.45 ^{AM}	11.30 ^{AM}	7.00 ^{PM}	6.30 ^{PM}					
BETWEEN CENTRAL AVE. AND DULUTH TRAINS WILL BE GOVERNED BY DULUTH AND SUPERIOR TERMINALS TIME TABLE.																										
	6.30 ^{AM}			12.26 ^{PM}	2.43 ^{PM}	7.32 ^{PM}	7.30 ^{PM}	WV X	67	0.3	AD	CENTRAL AVE.		DN	130.3	Yard	8.19 ^{AM}	11.06 ^{AM}	6.16 ^{PM}	5.29 ^{PM}						
	6.46			12.30	2.46	7.35	7.34		69	10.7	Interlocking Crossing	POKEGAMA		P	130.8	76	8.14	11.00	6.10	5.24						
	7.02			12.39	2.53	7.45	7.43		74	15.7	WG	ANTON		P	131.8	37	8.07	10.51	6.04	5.17						
	7.08			12.44	2.57	7.50	7.47		79	18.4	Q. N. Crossing Interlocking	STATE LINE		P	132.1		8.03	10.46	5.59	5.12						
	7.14			12.48	3.00	7.53	7.50		79	30.1	DARKER	3.0		P	137.4	30	8.00	10.43	5.56	5.09						
	7.25			12.55	3.07	7.59	7.55		82	23.1	WQ	WRENTHALL		DN	124.4	80	7.55	10.38	5.51	5.04						
	6.45 ^{AM}	7.50		1.05 ^{PM}	3.16 ^{PM}	8.11	8.03	WV OC	83	27.5	UN	CARLTON Third Sub-dy. Crossing		DN	120.0	Yard	7.48	10.29	5.43 ^{PM}	4.56 ^{PM}		12.53 ^{PM}				
	7.00	8.03				8.21	8.11		91	32.4	Interlocking	IVERSON			118.1	70	7.38	10.20				12.34				
	7.31 ^{AM}	8.31 ^{AM}				8.31 ^{AM}	8.21	Y	95	37.2	SA	SAWYER		D	110.3	80	7.31 ^{AM}	10.11				12.16 ^{PM}				
	7.48	8.47				8.43	8.34		102	43.7		CORONA		P	109.8	70	7.21	10.00				11.51 ^{AM}				
	8.12	8.59				8.54	8.44	W	108	49.1	CM	CROMWELL		DN	98.4	60	7.13	9.51				11.31				
	8.30	9.13				9.06	8.56		114	55.3	WT	WRIGHT		D	92.3	80	7.03	9.41				11.08				
	8.50	9.32 ^{AM}				9.16	9.06		120	61.8	TK	TAMARACK		D	86.2	91	6.53	9.32 ^{AM}				10.45				
	9.05	9.42				9.24 ^{AM}	9.14		125	65.5		GRAYLING		P	83.2	60	6.46	9.24 ^{AM}				10.28				
	9.19 ^{AM}	9.59				9.34	9.24 ^{AM}	WV X	129	70.8	MO	McGREGOR Soo Line Crossing		DN	77.0	W80 E 80	6.39	9.15				10.09				
	9.54 ^{AM}	10.09				9.41	9.32		133	74.0		LANSPORD		P	75.0	60	6.31	9.08				9.54 ^{AM}				
	10.12	10.19				9.48	9.41 ^{AM}		138	79.3	KY	KIMBERLY		D	68.2	60	6.24	9.01				9.41 ^{AM}				
	10.28	10.31				9.58	9.51		144	83.1		ROSSBURG		P	63.4	63	6.14	8.52				9.17				
	11.00	10.59				10.10	10.02	WX	150	91.1	KN	AITKIN		DN	59.4	W80 E 82	6.05	8.42				8.55				
	11.10	11.12				10.18	10.11		155	95.0	Soo Line	CEDAR LAKE		Track Conn	51.5	60	5.56	8.34				8.36				
	11.25	11.27				10.30	10.22	XY	160	101.8	DO	DEERWOOD		DN	46.0	70	5.48	8.25				8.15				
	11.35	11.37				10.37	10.30	W	165	105.5		KLONDYKE		P	42.0	70	5.39	8.18				7.59				
	11.50 ^{AM}	11.48 ^{AM}				10.46	10.40		170	111.0		LOERCH		P	36.8	80	5.31	8.10				7.39				
	12.05 ^{PM}	12.30 ^{PM}	L 11.35 ^{AM}	L 2.00 ^{PM}		10.58 ^{AM}	10.53 ^{AM}	WCO TXX	177	115.3	B	BRAINERD		DN	29.5	100	5.20 ^{PM}	7.53 ^{PM}			A 12.25 ^{PM}	A 3.35 ^{PM}	7.12			
	12.56 ^{PM}	12.32	A 11.40 ^{AM}	A 2.05 ^{PM}		11.10	10.59		118			M. A. L. JOY.			28.7		6.13	7.52			L 12.20 ^{PM}	L 3.27 ^{PM}	7.04			
	1.10	12.43				11.15	11.06		181	122.6		BAXTER		P	24.9	81	6.08	7.46				6.56				
	1.25	12.54				11.24	11.16		187	128.3		SYLVAN		P	19.3	80	6.00	7.37				6.37				
	1.48	1.02				11.30	11.21		191	131.8	PG	PILLAGER		D	15.9	103	4.55	7.31				6.27				
	2.05	1.14				11.38	11.30		195	135.5		WHELOCK		P	10.9	80	4.46	7.23				6.04				
	2.30	1.24				11.45	11.36	W	199	140.8	MO	MOTLEY		D	7.5	W80 E 80	4.41	7.17				5.56				
	2.40	1.33				11.53	11.43		203	144.4		HAYDEN		P	3.1	80	4.34	7.10				5.41				
	3.00 ^{PM}	1.50 ^{PM}				11.59 ^{PM}	11.50 ^{PM}	WCO TXX	207	147.8	SO	STAPLES		DN	0.0	Yard	4.30 ^{PM}	7.05 ^{PM}				5.30 ^{PM}				
Ex. Sun.	Daily	Daily	Ex. Sun.	Daily	Daily	Daily	Daily					Time Over Sub-Division					Daily	Daily	Daily	Daily	Ex. Sun.	Daily	Ex. Sun.			
2.09	7.29	.65	.65	.40	.82	4.17	4.13					Average Speed per Hour					3.44	3.55	.32	.33	.05	.08	7.23			
16.8	19.	7.4	7.4	28.8	36.0	32.5	32.9										37.2	38.5	36.0	34.7	7.4	4.8	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 7, 8 AND 9.

THIRD SUB-DIVISION
(MAIN LINE)

[illegible]

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

AUTOMATIC BLOCK BETWEEN WHITE BEAR AND WEST DULUTH JUNCTION.

WESTWARD			FIFTH SUB-DIVISION (CLOQUET BRANCH)										EASTWARD				
SECOND CLASS			Water, Fuel, Grease, Turf, Timber, Wire and Yard Lites	Station Numbers	Distance from Carlton	TIME TABLE No. 55. June 9, 1929. Succeeding No. 54A.				Distance from Cloquet	Car Capacity of Buildings	SECOND CLASS					
99	75	97				STATIONS						98	74	100			
Mixed	Mixed	Mixed										Mixed	Mixed	Mixed			
Ex. Sun.	Ex. Sun.	Ex. Sun.				Telegraph Offices and Calls						Ex. Sun.	Ex. Sun.	Ex. Sun.			
L 3:15 ^{PM}	L 1:35 ^{PM}	L 6:55 ^{PM}				WO OYX	80	0.0	UN			CARLTON 2.1	DN	5.5	A 7:45 ^{AM}	A 2:50 ^{PM}	A 6:00 ^{PM}
f 3:30	f 1:47	f 7:05					LC 4	3.1				SCANLON 2.7		2.7	f 7:35	f 2:38	f 4:48
A 3:45 ^{PM}	A 1:55 ^{PM}	A 7:15 ^{PM} 95				WO	LO 7	5.6	CQ			CLOQUET 2.7	D	0.0	L 7:25 ^{PM} 97	L 2:30 ^{PM}	L 4:40 ^{PM}
Ex. Sun.	Ex. Sun.	Ex. Sun.								Ex. Sun.	Ex. Sun.	Ex. Sun.					
.30	.30	.20								.20	.20	.20					
11.0	17.4	17.4								17.4	17.4	17.4					
							Time Over Sub-division						.20				
							Average Speed per Hour						17.4				

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

Special Instructions Pages 7 and 8.

WESTWARD				SEVENTH SUB-DIVISION (TAYLORS FALLS BRANCH)										EASTWARD						
SECOND CLASS		FIRST CLASS				Water, Fuel, Hoists, Turn Tables, Wyse and Yard Signals	Station Numbers	Distance from Taylors Falls	TIME TABLE No. 55. June 9, 1929. Succeeding No. 54A.				Distance from Wyoming	Car Capacity of Sidings	FIRST CLASS				SECOND CLASS	
725		71		67					STATIONS						72		68		726	
Mixed		Passenger		Passenger					Telegraph Offices and Calls						Passenger		Passenger		Mixed	
Ex. Sun.		Ex. Sun.		Ex. Sun.											Ex. Sun.		Ex. Sun.		Ex. Sun.	
L 8:00 ^{AM}			L 11:36 ^{AM}	L 6:50 ^{AM}	WT		0.0		PA TAYLORS FALLS 2.4	D	10.8	9	A 11:00 ^{AM}	A 7:40 ^{AM}			A 2:40 ^{PM}			
" 8:04			" 11:37	" 6:00		LF21	0.7		FRANCONIA 3.1		17.1		" 10:58	" 7:36			" 2:37			
" 8:16			" 11:43	" 6:05		LF17	3.1		SP SHAFERS 3.4	D	14.0	40	" 10:52	" 7:27			" 2:27			
" 8:31			" 11:51 ^{AM}	" 6:12		LF14	6.3		CN CENTRE CITY 1.7	D	10.6	28	" 10:44	" 7:18			" 2:14			
" 8:48			" 12:01 ^{PM}	" 6:19		LF10	9.6		MC LINDSTROM 2.6	D	8.9	23	" 10:36	" 7:10			" 2:00			
" 8:56			" 12:06	" 6:22		LF 9	11.8		OO CHISAGO CITY 6.3	D	6.3	37	" 10:30	" 7:05			" 1:53			
" 9:09			" 12:12	" 6:28		LF 6	19.9		WI WYOMING	DN	0.0	175	" 10:23	" 6:59			" 1:42			
A 9:40 ^{AM}			A 12:30 ^{PM}	A 6:41 ^{AM}	WT X	L 123	20.2						L 10:05 ^{AM}	L 6:45 ^{PM}			L 1:15 ^{PM}			
Ex. Sun.			Ex. Sun.	Ex. Sun.					Time Over Sub-division				Ex. Sun.	Ex. Sun.			Ex. Sun.			
1.40			.55	.51					Average Speed per Hour				.53	.55			1.23			
12.1			22.0	23.7									22.0	22.0			14.7			

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

SPECIAL INSTRUCTIONS.

FIRST SUBDIVISION.

(MAIN LINE.)

- At Ashland**—Trainmen and Engineers 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 20, 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, 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 1—Engine or heavier. East End to Wentworth and Brule to Topsis, 30 miles per hour, on curves 25 miles per hour. Wentworth to Brule and Topsis 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..... 67.7 0
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**—The following general rules govern in the operation of spring switches.
(A) Maximum speed for all facing point and trailing point movements through switch, fifteen (15) miles per hour.
(B) Trailing movements on the track for which the switch is normally lined may be made at normal speed.
(C) Trains trailing through or stopping on a spring switch must not back up or take slack until points have been thrown by hand.
(D) Flying switches over or through spring switches are prohibited.
(E) When operated by hand, lever must be moved slowly, keeping a steady pressure on the handle until the switch is thrown and the handle is in the notch on the switch stand provided for it.
(F) When signal governing block in which spring switch is located is at stop, or where automatic block signals do not govern account trains running against current of traffic, facing point movements must not be made over switch until points have been examined.
(G) Sand must not be used over points of spring switches.
- 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 engineers 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 and 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 600-A and 600-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 foreman 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 Engineers 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 Engineers 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.
Wronshall..... Wronshall 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 ore cars, twenty-five (25) miles per hour between Deerwood and Aitkin, Kimberly and Lonsford 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. 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.
E. E. Esterly..... Duluth, 1010 West Superior St.
W. F. Hurst..... West Duluth, 301 N. Central Ave.
L. J. Howatt..... Superior, 1313 Tower Ave.
C. 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 Greasy 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 Engineers 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 Engineers 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 empty cars. 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.
- 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 GOS, 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. Rush City. Carlton. White Bear.
- Watch Inspectors**—H. Hendrickson..... Duluth, 416 West Superior St.
E. E. Esterly..... Duluth, 1919 West Superior St.
- Derail Switches**—Friesland..... West End Loading Track. Short Line Park..... East End Siding. Mission Creek..... West End 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 Phone on tel. pole opp. wash plant..... 45.7 81
Garen Siding..... 130.7 8

SPEED TABLE.

Time Per Mile	Miles	
	Mins.	Secs. Hour
1	60	
1	50	
1	58	
1	57.1	
1	56.2	
1	55.3	
1	54.5	
1	53.7	
1	52.9	
1	52.1	
1	51.4	
1	50	
1	48	
1	45	
1	42.3	
1	40	
1	36	
1	34.3	
1	32.7	
2	30	
2	27.6	
2	26.6	
2	25.7	
2	24	
2	22.6	
2	21.8	
2	21.2	
3	20	
3	19	
3	18	
3	17	
3	16	
4	15	
5	12	
6	10	
7	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	1000
Carlton to Hinckley....	.....	1700	2300	2700	3200	4600
Hinckley to White Bear	.....	2000	2600	3000	3700	4800
Eastward.						
Staples to Duluth.....	.....	2000	2650	2950	3400	4800
Iron River to Central Ave.	.....	.....	.....	.....	.....	8000
Central Ave. to Iron River	650	750	1150	1400	.....	.....
Iron River to Ashland..	840	940	1350	1600	.....	.....
White Bear to Hinckley	.....	1000	2250	2550	3350	3500
Hinckley to Groningen..	.....	1450	1850	2250	2750	3300
Groningen to Duluth...	.....	1000	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
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"	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"	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"	11'-6"
Fourth Sub-division, Deerwood to Trommald.....	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"	11'-6"
Sixth Sub-division, Grantburg 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"	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"	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"	11'-6"

F. L. BIRDSALL,
Asst. Superintendent.

W. D. PEARCE,
Asst. Superintendent.

H. J. COUNCILMAN,
Trainmaster.

A. S. CRITCHFIELD
Trainmaster.

GEORGE STEINER,
Chief Dispatcher.