

NORTHERN PACIFIC RAILWAY COMPANY

LAKE SUPERIOR DIVISION

TIME 56 TABLE

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

SUNDAY, SEPTEMBER 29, 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.

W. C. SLOAN,
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			FIRST CLASS			Water, Fuel, Scales, Turn Tables, Ways and Yard Limits.	Station Numbers.	Distance from Ashland.	Time Table No. 56 September 29, 1929 Succeeding No. 55			Distance from Duluth.	Car Capacity of Sidings.	FIRST CLASS		SECOND CLASS	
	731	53	51		STATIONS				54	52	732						
	Way Freight	Passenger	Passenger		Telegraph Offices and Cuts				Passenger	Passenger	Freight						
	Ex. Sun.	Daily	Daily						Daily	Daily	Ex. Sun.						
L	7.00A	L 4.45P	L 9.15A	WCO TX	0	0.0	A	ASHLAND	D	75.8	Yard	As 11.45A	As 5.35P	A 4.54A			
f	7.14	s 4.56	s 9.25		5	4.6		C. & N. W. and Soo Line Crossings 4.6 Track Conns.		71.2		s 11.33	s 5.23	4.42			
f	7.31	f 5.09	f 9.36		10	10.2		ASHLAND JCT.		65.6	26	f 11.22	f 5.09	4.26			
f	7.50	f 5.20	f 9.48		16	16.3		C. St. P. M. & O. Crossing 5.6		59.5	27	f 11.10	f 4.58	4.07			
		f 5.23	f 9.52		19	18.1		MOQUAH		57.7	Spur	f 11.07	f 4.54				
								6.1									
								INO									
								1.8									
								SPIDER									
								5.6									
f	8.14	f 5.34	f 10.03		24	23.7		TOPSIDE		52.1	13	f 10.56	f 4.43	3.44			
s	8.45	s 5.43	s 10.12	WX	28	28.4	RV	IRON RIVER	D	47.4	30	s 10.46	s 4.33	3.30			
f	8.57	f 5.51	f 10.20		32	32.4		4.0		43.4	12	f 10.38	s 4.25	3.18			
f	9.05	f 5.56	f 10.25		35	35.1		MUSKEG		40.7	12	f 10.33	f 4.20	3.10			
s	9.09	s 5.58	s 10.30		36	36.4		2.7		39.4	30	f 10.30	s 4.17	3.05			
			84				BX	BRULE	D			81					
								3.6									
		f 6.05	f 10.38		40	40.0		BELLWOOD		35.8	Spur	f 10.23	f 4.10				
								1.5									
f	9.24	f 6.08	f 10.41		41	41.5		BLUEBERRY		34.3	30	f 10.19	f 4.07	2.49			
								2.5									
f	9.31	s 6.13	s 10.46		44	44.0		MAPLE		31.8	Spur	s 10.13	s 4.02	2.41			
								1.5									
f	9.36	f 6.16	f 10.49		45	45.5		WIEHE		30.3		f 10.09	f 3.59	2.36			
								2.6									
s	9.44	s 6.21	s 10.54	W	48	48.1	AR	POPLAR	D	27.7	20	s 10.04	s 3.54	2.28			
								2.2									
f	9.59	s 6.25	s 10.59		50	50.3		WENTWORTH		25.5	22	s 9.59	s 3.49	2.21			
	84							3.2									
		f 6.31	f 11.05		53	53.5		AMNICON FALLS		22.3		f 9.53	f 3.43				
								3.2									
f	10.14	f 6.37	f 11.11		57	56.7		CUTTER		19.1	Spur	f 9.47	f 3.37	2.02			
								1.8									
		f 6.40	f 11.15		59	58.5		PARKDALE		17.3		f 9.44	f 3.34				
								3.0									
	10.25	f 6.46	f 11.21		61	61.5		ALLOUEZ		14.3	52	f 9.38	f 3.28	1.46			
A	10.30A	As 6.50P	As 11.25A	WOY X	63	63.3		N. W. C. and G. N. Crossings Interlocked 1.8 Track Conn.		12.5	Yard	L 9.35A	L 3.25P	L 1.40A			
							SP	EAST END	D								
								C. St. P. M. & O. Crossing Interlocked									

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

			A 7.25P	A 12.01P	WCO	WB	75.8	DU DULUTH DN	0.0	Yard	L 9.00A	L 2.50P					
					TY	71											
			Ex. Sun.	Daily	Daily						Daily	Daily	Ex. Sun.				
			2.30	2.05	2.10						2.10	2.10	2.14				
			18.0	30.3	29.2						29.2	29.2	19.5				

EASTERN 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, Scales, Turn Tables, Ways and Yard Limits.	Station Numbers.	Distance from Duluth.	Time Table No. 56 September 29, 1929 Succeeding No. 55		Distance from Staples.	Car Capacity of Sidings.	FIRST CLASS						THIRD CLASS			
727		623		33	65	57	63	31	55				STATIONS				34	66	58	64	56	32	728			
Way Freight		Freight		M. and I. 33 Passenger	Passenger	Passenger	Passenger	M. and I. 31 Passenger	Passenger				Telegraph Offices and Calls				M. and I. 34 Passenger	Passenger	Passenger	Passenger	Passenger	M. and I. 32 Passenger	Way Freight			
Ex. Sun.		Daily		Daily	Daily	Daily	Daily	Ex. Sun.	Daily								Daily	Daily	Daily	Daily	Daily	Ex. Sun.	Ex. Sun.			
			L 5.30P		L 11.30P	L 7.00P	L 2.00P		L 7.00A	WCO TYX	WB 71	0.0	DU.....DULUTH.....DN	147.5	Yard		A 6.30A	A 8.45A	A 7.00P	A 11.30P						
BETWEEN CENTRAL AVE. AND DULUTH TRAINS WILL BE GOVERNED BY DULUTH AND SUPERIOR TERMINALS TIME TABLE.																										
		L 6.30P ⁰⁴		L 12.20A	L 7.32P	L 2.43P		L 7.30A	WYX	67	8.3	AJ.....CENTRAL AVE.....DN	139.2	Yard		As 5.29A	As 8.19A	As 6.15P ⁰²³	As 11.05P							
		6.46		12.25	f 7.35	2.46		f 7.34		69½	10.7	Interlocked 2.4 Track Conn.	P	136.8	76		5.24	f 8.14	6.10	f 11.00						
		7.02		12.34	f 7.45	2.53		f 7.43		74	15.7	Interlocked 5.0 Track Conn.	P	131.8	37		5.17	f 8.06	6.04	f 10.51						
		7.08		12.38	7.50	2.57		7.47		78½	18.4	WG.....ANTON.....P	129.1				5.12	8.02	5.59	10.46						
		7.14		12.42	f 7.53	3.00		f 7.50		79	20.1	Interlocked 1.7 G. N. Crossing	P	127.4	36		5.09	f 7.59	5.56	f 10.43						
		7.25		f 12.49	s 7.59	s 3.07		s 7.55 ⁵⁸		82	23.1	WO.....WRENSHALL.....DNP	124.4	80		f 5.04	s 7.55 ⁵⁶	s 5.51	s 10.38							
	L 6.45A	7.50		As 12.58A	s 8.11	As 3.15P		s 8.03	WYO CX	86	27.5	UN.....CARLTON.....DN	120.0	Yard		L 4.56A	s 7.48	L 5.43P	s 10.29		A 12.53P					
	f 7.00	8.03			f 8.21			f 8.11		91	32.4	Interlocked 4.9 Third Sub-div. Crossing		115.1	79			f 7.40		f 10.20		f 12.34				
	s 7.33 ⁵⁸	8.31 ⁵⁷			s 8.31 ⁰²³			s 8.21	Y	96	37.2	SA.....SAWYER.....DP	110.3	80			s 7.33 ⁷²⁷		s 10.11		s 12.16P					
	f 7.48	8.47			f 8.43			f 8.34		102	43.7	CORONA 5.4	P	103.8	79			f 7.23		f 10.00		f 11.51A				
	s 8.12	8.59			s 8.54			s 8.44	W	108	49.1	CM.....CROMWELL.....DNP	98.4	69			s 7.15		s 9.51		s 11.31					
	s 8.30	9.13			s 9.06			s 8.55		114	55.2	WT.....WRIGHT.....DP	92.3	80			s 7.05		s 9.41		s 11.08					
	s 8.50	9.32 ⁵⁶			s 9.16			s 9.06		120	61.3	TK.....TAMARACK.....DP	86.2	91			s 6.55		s 9.32 ⁰²³		s 10.45					
	f 9.05	9.42			f 9.24 ⁵⁰			f 9.14		125	65.3	GRAYLING 5.2	P	82.2	80			f 6.49		f 9.24 ⁵⁷		f 10.28				
	s 9.19 ⁵⁵	9.59			s 9.34			s 9.24 ⁷²⁷	YWC X	129	70.5	MG.....McGREGOR.....DN	77.0	W69 E 80			s 6.39		s 9.15		s 10.09					
	f 9.54 ⁷²³	10.09			f 9.41			f 9.32		133	74.5	Interlocked 4.0 Track Conn.	P	73.0	69			f 6.31		f 9.08		f 9.54 ⁷²⁷				
	s 10.12	10.19			f 9.48			s 9.41 ⁷²³		138	79.3	KY.....KIMBERLY.....DP	68.2	80			f 6.24		s 9.01		s 9.41 ⁵⁵					
	f 10.28	10.31			f 9.58			s 9.51		144	85.1	ROSSBURG 6.0	P	62.4	83			f 6.16		s 8.52		f 9.17				
	s 11.00	10.59			s 10.10			s 10.02	WX	150	91.1	KN.....AITKIN.....DNP	56.4	W80 E 82			s 6.08		s 8.42		s 8.55					
	f 11.10	11.12			f 10.18			f 10.11		155	95.9	CEDAR LAKE 5.6 Track Conn.	P	51.6	80			f 5.58		f 8.34		f 8.36				
	s 11.25	11.27			s 10.30			s 10.22	XY	160	101.5	DO.....DEERWOOD.....DN	46.0	79			s 5.50		s 8.25		s 8.15					
	f 11.35	11.37			f 10.37			f 10.30	W	165	105.5	KLONDYKE 4.0	P	42.0	79			f 5.41		f 8.18		f 7.59				
	f 11.50A	11.48P			f 10.46			f 10.40		170	111.0	LOERCH 7.2	P	36.5	80			f 5.34		f 8.10		f 7.39				
	12.05P ³²	12.30A	L 11.35P		s 10.58			s 10.53	WCO TYX	177	118.2	B.....BRAINERD.....DN	29.3	106		As 3.35A		s 5.25		s 7.58 ⁷²⁷	As 12.45P ⁷²⁷	s 7.12				
	12.57	12.32	A 11.40P		11.10			A 1.35P			118.8	M. & I. JCT. 3.8		28.7		L 3.27A		5.18		7.52	L 12.40P	7.04				
	f 1.10	12.42			f 11.15			f 11.06		181	122.6	BAXTER 5.6	P	24.9	81			f 5.13		f 7.46		s 6.56				
	f 1.25	12.54			f 11.24			f 11.16		187	128.2	SYLVAN 3.4	P	19.3	80			f 5.05		f 7.37		f 6.37				
	s 1.48	1.02			s 11.30			s 11.21		191	131.6	PG.....PILLAGER.....DP	15.9	108			s 5.00		s 7.31		s 6.27					
	f 2.05	1.14			f 11.38			f 11.30		196	136.6	WHEELLOCK 5.0		10.9	80			f 4.52		f 7.23		f 6.04				
	s 2.30	1.24			s 11.46			s 11.36	W	199	140.3	MO.....MOTLEY.....D	7.2	W80 E 80			s 4.46		s 7.17		s 5.56					
	f 2.40	1.33			f 11.53			f 11.43		203	144.4	HAYDEN 4.1		3.1	80			f 4.40		f 7.10		f 5.41				
	A 3.00P	A 1.50A			A 11.59P			A 11.50A	WCO TYX	207	147.5	SO.....STAPLES.....DN	0.0	Yard			L 4.35A		L 7.05P		L 5.30A					
Ex. Sun.		Daily	Daily	Daily	Daily	Daily	Ex. Sun.	Daily								Daily	Daily	Daily	Daily	Daily	Ex. Sun.	Ex. Sun.				
7.09		7.2	.05	.38	4.17	.32	.05	4.15								.08	.33	3.39	.32	3.55	.05	7.23				
16.8		19.0	7.4	30.3	32.5	36.0	7.4	32.9								4.5	34.7	38.1	36.0	38.5	7.4	16.2				

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

WESTWARD

THIRD SUB-DIVISION
(MAIN LINE)

EASTWARD

THIRD CLASS		SECOND CLASS		FIRST CLASS				Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Station Numbers.	Distance from Duluth.	Time Table No. 56		Distance from White Bear.	Car Capacity of Siding.	FIRST CLASS				SECOND CLASS		THIRD CLASS	
723	721	625	627	63	61	67	65				September 29, 1929				66	62	64	68	626	628	722	724
Way Freight	Way Freight	C. M. St. P. & P. Freight	Freight	Passenger	Passenger	Passenger	Passenger				Succeeding No. 55				Passenger	Passenger	Passenger	Passenger	C. M. St. P. & P. Freight	Freight	Way Freight	Way Freight
Mo., Wed. and Fri.	Ex. Sun.	Daily	Daily	Daily	Ex. Sun.	Ex. Sun.	Daily				STATIONS				Daily	Ex. Sun.	Daily	Ex. Sun.	Daily	Daily	Ex. Sun.	Tue., Thu. and Sat.
			L 8.00P	L 2.00P	L 8.35A		L 11.30P	WCY OT	WB	0.0	DU.....DULUTH.....DN	140.4	Yard	A 6.30A	A 2.10P	A 7.00P		A 5.30A				
											4.9											

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

L 7.20A		L 8.50P	L 8.20P	Via Superior and 2nd Sub-division	L 8.52A		Via Superior and 2nd Sub-division	WYX	L5	4.9	WEST DULUTH JCT.....P	135.5			A 1.48P				A 4.45A	A 4.55A		A 11.47A
f 7.29					f 8.58				L8	7.7	SMITHVILLE.....	132.7	Spur		f 1.44							f 11.35
f 7.39		9.08	8.38		f 9.07				L11	11.3	SHORT LINE PARK.....P	129.1	38		f 1.38				4.20	4.36		11.20
f 7.52		9.22	8.51		f 9.18				L16	16.1	BROWNELL.....P	124.3	50		f 1.29				4.05	4.22		f 11.01
f 8.01		9.30	9.00		s 9.25				L19	19.3	THOMSON.....P	121.1	31		f 1.23				3.50	4.10		s 10.48
s 8.05 8.35		9.35 10.05	9.05 9.35	L 3.15P	s 9.35		L 1.03A	WCO YX	86	20.9	UN.....CARLTON.....DN	119.5	Yard	As 4.48A	s 1.20	As 5.43P			3.45	4.05		s 10.41
f 8.55		10.20	9.50	3.24	9.44		1.14		L26	26.9	OTTER CREEK.....P	113.5	80		4.37	1.07	5.33		3.15	3.40		f 10.17
f 8.58					f 9.47		f 1.16		L28	28.4	ATKINSON.....P	112.0	13	f 4.33	f 1.04							f 10.11
s 9.14		10.35	10.03	3.32	s 9.54 724		f 1.24		L33	32.7	MA.....MAHTOWA.....DP	107.7	103	f 4.24	s 12.55	5.24			2.55	3.20		s 9.54 61
s 9.34		10.50	10.15	s 3.40	s 10.05		f 1.36		L39	38.7	BM.....BARNUM.....DP	101.7	80	f 4.12	s 12.43	s 5.16			2.35	3.00		s 9.27
s 9.49		11.02	10.40	s 3.51	s 10.13		s 1.48	WX	L43	43.2	MU.....MOOSE LAKE.....DN	97.2	108	s 4.02	s 12.33	s 5.07			2.20	2.45		s 9.10
s 10.10		11.14	10.53	3.59	s 10.23		f 2.00 620		L49	49.2	SG.....STURGEON LAKE.....DP	91.2	74	f 3.46	s 12.20	4.56			2.00 65	2.25		s 8.43
s 10.31 61		11.24	11.01	s 4.06	s 10.31 723		f 2.10 628		L54	53.7	WR.....WILLOW RIVER.....DP	86.7	91	f 3.36	s 12.10	s 4.48			1.37	2.10 65		s 8.26
f 10.45		11.34	11.08	4.11	s 10.37		s 2.18		L58	57.6	RUTLEDGE.....P	82.8	54	s 3.27	s 12.01P	4.41			1.27	1.49		f 8.10
s 11.05		11.49	11.23	s 4.20	s 10.46		f 2.28		L62	62.7	FY.....FINLAYSON.....DP	77.7	108	f 3.17	s 11.51A	s 4.34			1.15	1.37		s 7.50
s 11.17		11.59P	11.31	4.27 64	s 10.52		s 2.36	W	L66	66.1	MR.....GRONINGEN.....DN	74.3	80	s 3.09	s 11.43	4.27 63			1.05	1.27		s 7.37
f 11.33 62		12.10A	11.41	4.34	s 11.00		f 2.44		L71	70.8	FRIESLAND.....P	69.6	90	f 3.01	s 11.33 723	4.17			12.50	1.15		f 7.19
A 11.50A	L 7.15A	12.25 1.05 628-628	11.52P 12.37A 620-628	s 4.42	s 11.08 11.18 62		s 2.52 68	WCY X	L76	75.6	HN.....HINKLEY.....DN	64.8	Yard	s 2.52 66	s 11.23 61	s 4.08			12.30A 11.54P 627-625	1.00 12.19A 627-625	A 12.45P	L 7.00A
					f 11.23		f 3.12		L79	78.8	MISSION CREEK.....	61.6	Spur	f 2.36	f 11.07							
s 7.35		1.25	12.55	4.51	s 11.30		f 3.22		L83	82.9	RN.....BEROUN.....DP	57.5	81	f 2.29	s 11.01	3.56			11.30	11.59P	s 12.25	
s 8.15		1.42	1.12	s 5.00	s 11.39		s 3.34	X	L89	88.7	J.....PINE CITY.....DNP	51.7	81	s 2.18	s 10.52	s 3.48			11.16	11.45	s 12.05P	
s 8.35		2.04 66	1.25	5.07	s 11.47 723		3.44		L94	93.4	RK.....ROCK CREEK.....DP	47.0	81	f 2.04 625	s 10.41	3.39			11.05	11.34	s 11.47A 61	
s 8.50 10.40 62		2.24	1.52 68	s 5.16	s 11.57A		s 3.55	WYX	L99	98.5	RC.....RUSH CITY.....DNP	41.9	W83 E 80	s 1.52 627	s 10.32 721	s 3.31			10.55	11.23	s 11.20	
s 11.00 723		2.40	2.08	s 5.27	s 12.09P		f 4.10		L106	105.4	HA.....HARRIS.....DP	35.0	78	f 1.37	s 10.19	s 3.19			10.39	11.07	s 11.00 721	
s 11.20		2.58	2.20	s 5.37	s 12.18		f 4.21	X	L111	110.5	CH.....NORTH BRANCH.....DP	29.9	W62 E 80	f 1.25	s 10.09	s 3.10			10.25	10.53	s 10.24	
s 11.40A		3.15	2.40	5.47	s 12.30		f 4.38		L119	118.4	CA.....STACY.....DP	22.0	78	s 1.11	s 9.56 722	2.58			10.03	10.31	s 9.56 62	
f 12.01P		3.30	2.55	f 5.53	s 12.39 71	L 6.41A	s 4.47	WYX	L123	122.6	WI.....WYOMING.....DN	17.8	W79 E 96	s 1.03	s 9.49	s 2.51	As 6.45P		9.51	10.19	s 9.35	
f 12.15		3.45	3.10	f 6.02	s 12.48	s 6.49	f 4.56		L127	126.8	ST.....FOREST LAKE.....DP	13.6	106	f 12.55	s 9.42	s 2.43	s 6.38		9.39	10.07	s 9.19	
					f 6.55				L131	130.5	GAREN.....	9.9	12				f 6.31					
f 12.35		4.10	3.35	6.21 68	s 1.03	s 7.03	f 5.14		L135	135.2	VN.....HUGO.....DP	5.2	84	f 12.40	s 9.30	2.32	s 6.21 63		9.15	9.43	s 8.46	
f 12.50		4.25	3.47	6.28	s 1.12	s 7.10	5.23		L140	139.4	JN.....BALD EAGLE.....DP	1.0	73	12.33	s 9.22	2.25	s 6.12		9.03	9.31	s 8.30	
As 1.00PA 61	4.30A	As 4.00A	As 6.30P	As 1.15P 721	As 7.12A	As 5.25A	WCT XY	L141	140.4	WB.....WHITE BEAR.....DN	0.0	Yard	L 12.30A	L 9.20A	L 2.23P	L 6.10P	L 9.00P	L 9.28P	L 8.25A			
Mo., Wed. and Fri.	Ex. Sun.	Daily	Daily	Daily	Ex. Sun.	Ex. Sun.	Daily								Daily	Ex. Sun.	Daily	Ex. Sun.	Daily	Daily	Ex. Sun.	Tue., Thu. and Sat.
4.00	5.45	6.30	6.25	3.15	4.13	.31	4.22				Time Over Subdivision				4.08	4.18	3.20	.35	7.09	6.46	4.20	4.47
18.0	11.2	20.6	21.1	36.7	32.1	34.4	27.3				Average Speed Per Hour				28.9	31.5	35.8	30.5	18.4	20.0	14.9	14.7

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. 56 September 29, 1929 Succeeding No. 55				SECOND CLASS				
739		Water, Fuel, Scales, Turntables, Wyes and Yard Limits.	Station Numbers.	Distance from Deerwood.	STATIONS				Distance from Trommald.	Car Capacity of Sidings.	738	
Way Freight					Telegraph Offices and Calls						Way Freight	
Ex. Sun.											Ex. Sun.	
L 9.30A	XY	160	0.0	DO.....DEERWOOD.....DN	3.9	7.2	A 9.30A					
As 8.45A	YX	LK4	3.9	RN.....IRONTON.....D	0.7	3.3	L 9.15A					
			4.6	Soo Line	0.7	2.6						
			5.2	SOO JUNCTION.....	0.6	2.0						
			7.2	Soo Line	0.6	0.0						
		LK7		C. M. L. JCT.....	2.0							
				TROMMALT.....								
Ex. Sun.							Ex. Sun.					
.15				Time Over Subdivision			.15					
15.6				Average Speed Per Hour			15.6					

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 **SIXTH SUB-DIVISION** (GRANTSBURG BRANCH) EASTWARD

SECOND CLASS				Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Station Numbers.	Distance from Grantsburg.	Time Table No. 56 September 29, 1929 Succeeding No. 55		Distance from Rush City.	Car Capacity of Sidings.	SECOND CLASS	
733	735	STATIONS					736	734				
Mixed	Mixed	Telegraph Offices and Calls					Mixed	Mixed				
Ex. Sun.	Ex. Sun.						Ex. Sun.	Ex. Sun.				
L 1.50P	L 9.20A	T	LE17	0.0	G.....GRANTSBURG.....D	17.0	30	As 8.10A	As 12.40P			
f 2.05	f 9.35		LE11	6.5	LIND SPUR.....	10.5		f 7.56	s 12.25			
s 2.15	f 9.43		LE 7	10.3	BENSON.....P	6.7	16	f 7.48	s 12.17			
s 2.20	f 9.48		LE 5	11.9	ST. CROIX RIVER.....	5.1		f 7.43	s 12.13			
A 2.40P	As 9.00A	WYO X	L99	17.0	RC.....RUSH CITY.....DN	0.0	163	L 7.30A	L 12.01P			
Ex. Sun.	Ex. Sun.							Ex. Sun.	Ex. Sun.			
.50	.40				Time Over Subdivision			.40	.30			
20.4	25.5				Average Speed Per Hour			25.5	29.1			

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

WESTWARD **FIFTH SUB-DIVISION** (CLOQUET BRANCH) EASTWARD

SECOND CLASS			Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Station Numbers.	Distance from Carlton.	Time Table No. 56 September 29, 1929 Succeeding No. 55		Distance from Cloquet.	Car Capacity of Sidings.	SECOND CLASS		
99	75	97				STATIONS				98	74	100
Mixed	Mixed	Mixed				Telegraph Offices and Calls				Mixed	Mixed	Mixed
Ex. Sun.	Ex. Sun.	Ex. Sun.								Ex. Sun.	Ex. Sun.	Ex. Sun.
L 3.15P	L 1.35P	L 6.55A	WCO	86	0.0	UN.....CARLTON.....DN	5.0	A 7.45A	A 2.50P	A 5.00P		
f 3.30	f 1.47	f 7.05	YX	LC4	3.1	SCANLON.....	2.7	f 7.35	f 2.38	f 4.48		
A 3.45P	A 1.55P	A 7.15A 08	WO	LC7	5.8	CQ.....CLOQUET.....D	0.0	L 7.25A 97	L 2.30P	L 4.40P		
Ex. Sun.	Ex. Sun.	Ex. Sun.						Ex. Sun.	Ex. Sun.	Ex. Sun.		
.30	.20	.20				Time Over Subdivision		.20	.20	.20		
11.6	17.4	17.4				Average Speed Per Hour		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. 75 is superior to No. 74.
No. 99 is superior to No. 100.

WESTWARD **SEVENTH SUB-DIVISION** (TAYLORS FALLS BRANCH) EASTWARD

SECOND CLASS		FIRST CLASS		Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Station Numbers.	Distance from Taylors Falls.	Time Table No. 56 September 29, 1929 Succeeding No. 55		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 8.00A	L 11.35A	L 5.50A	WTX	-----	0.0	---TAYLORS FALLS YARD---	20.2	Yard	A 11.00A	A 7.40P	A 2.40P		
	s 8.04	s 11.37	s 6.00	LF21	-----	0.7	FA---TAYLORS FALLS---D	19.5	9	s 10.58	s 7.35	s 2.37		
	s 8.16	f 11.43	f 6.05	LF17	-----	3.1	-----FRANCONIA-----	17.1	-----	f 10.52	f 7.27	s 2.27		
	s 8.31	s 11.51A	s 6.12	LF14	-----	6.2	SF-----SHAFERS-----D	14.0	40	s 10.44	s 7.18	s 2.14		
	s 8.48	s 12.01P	s 6.19	LF10	-----	9.6	CN-----CENTRE CITY---D	10.6	28	s 10.35	s 7.10	s 2.00		
	s 8.56	s 12.05	s 6.22	LF9	-----	11.3	MC-----LINDSTROM---D	8.9	28	s 10.30	s 7.05	s 1.53		
	s 9.09	s 12.12	s 6.28	LF6	-----	13.9	GO---CHISAGO CITY---D	6.3	37	s 10.23	s 6.59	s 1.42		
	A 9.40A	A 12.30P 61	As 6.41A	WYX	L123	20.2	WI-----WYOMING-----DN	0.0	175	L 10.05A	L 6.45P	L 1.15P		
	Ex. Sun.	Ex. Sun.	Ex. Sun.							Ex. Sun.	Ex. Sun.	Ex. Sun.		
	1.40	.55	.51				Time Over Subdivision			.55	.55	1.25		
	12.1	22.0	23.7				Average Speed Per Hour			22.0	22.0	14.2		

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, 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.
Class W—Engines or heavier, not permitted on No. 2 house track, Ashland.
- 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.
- 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 Leorch**—Territory between Leorch and Omaha Mine is a part of Leorch 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 telephones 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.
- Bridge and 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.
Staples.....Wye Track.
- 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 Passenger Station.
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, 1919 West Superior St.
W. E. 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.
Loersch.....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 caboose only.
Rush City freight trains and light engines ten (10) miles per hour through Village Limits.
Rock Creek, all trains fifteen (15) miles per hour.
Forest Lake, all trains thirty (30) miles per hour over crossing just east of depot.
- Special Stops and Connections, Etc.**—
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 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. Hinckley.
Carlton. Rush City.
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 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 Phone on tel. pole opp. wash plant..	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 Maraca Mine. Trains moving on tracks between Soo Line Junction, Maraca 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. **Bulletin Station**—Ironton.
4. **Derrail Switches**—
Ironton.....Feigh Mine coal track.
".....Louis Mine track 1, 2 and 3.
".....Liberty Mine Spur.
5. **Watch Inspectors**—Sandstrom and Sandstrom.

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-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, ten (10) miles per hour on curve one quarter of a mile west of Grantsburg and first curve east of St. Croix River Bridge.
 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 Siding.....	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 at restricted speed.
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-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 flagmen go back immediately to stop an approaching train.
2. **Speed Restrictions**—
Passenger trains, one mile per minute.
All trains thirty (30) miles per hour over interlocked crossings.
Fifteen (15) miles per hour through crossovers, turnouts and gauntlets.
Fifteen (15) miles per hour passing telegraph offices where orders are received.
Engines—Classes A, Q-5 and Q-6, sixty (60) miles per hour. W, W-1, W-2 and W-4, forty (40) miles per hour. W-3 and W-5, thirty-five (35) miles per hour. Light backing twenty (20) miles per hour. Switch engines moving between stations, under steam fifteen (15) miles per hour.

3. When necessary to take slack of freight trains with helper engine on rear, it should be done by the helper.
4. Except as otherwise provided enginemen will be required only to consult register at initial or starting point.
5. Before moving a work or wrecking train, the whistle signal (14-B) or (14-h) must be sounded for the protection of men working about such trains.
6. When conditions 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 or locomotive crane will not exceed thirty (30) 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 track is resumed. When conductors find it necessary to leave switches set for siding, they must fully protect approaching trains until relieved by trackmen, or other employees, fully competent and equipped to do so.
9. In automatic block territory gas-electric motor cars must not be stopped on sand, and when handled in freight trains, must be behind cabooses.
10. Precautions must be taken on double track to prevent accidents from swinging doors or other loose construction attached to cars or locomotives. Trains handling logs must stop when being met or passed by passenger trains.
11. Before occupied outfit cars are switched or handled, air brakes must be cut in.
12. **IN TERRITORY EQUIPPED WITH AUTOMATIC BLOCK SIGNALS:**
When a train dispatcher desires to advance a train from a station where by the rule it should enter the siding before passing a train order office, he may instruct the operator to use white signal as prescribed by Transportation Rule 12-C. The engineman may then continue to move his train on the main track to the signal at restricted speed and there be governed by train orders that are addressed to his train.
13. At lap and double sidings, where one siding is blocked, the clear siding will be used as single siding.
14. On all branch line sidings trains may expect to find cars at any time.
15. **Spring Switches:**
Maximum speed for all facing point and trailing point movements through switch fifteen (15) miles per hour. Trailing movements on the track for which the switch is normally lined may be made at normal speed.
Trains trailing through or stopping on a spring switch must not back up or take slack until points have been thrown by hand.
Flying switches over or through spring switches are prohibited.
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. 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.
Sand must not be used over points of spring switches.
16. Derrail switches will be set in derrail position when not in use.
17. The following letters when placed after the figures of schedule indicate:
"A"—A. M. "P"—P. M.

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. W. J. LUND, Assistant, N. P. B. A. Hospital, St. Paul.
Hospital Phone Nestor 2866.

SPECIALISTS

- Dr. A. G. 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. GRATZKE, 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. G. E. SCHOOFE, North Branch.....
DR. ALF. K. STRATTE, Pine City.....
DR. H. C. STRATTE, Pine City.....
DR. A. E. HOLMES, Rush City (s).....
DR. R. I. STEWART, Lindstrom.....
DR. A. O. FLOM, Chicago City.....
DR. V. G. HESELTINE, Taylors Falls.....
DR. E. I. BUNKER, Grantsburg.....
DR. C. O. LINDBERG, 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. ALBERT STUART, 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. HEIMARK, Sloan Bldg., Duluth.....
Duluth Yard Office at Rice's Point (s).
Dock 2, Duluth (s).
Dock 3, 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. G. T. GRANGER, McGregor.....
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, Sr. and Jr.....
DR. G. I. BADEAUX.....
DR. F. I. HAWKINSON.....
DR. H. A. CARLSON.....
DR. M. P. GERBER.....
DR. N. W. STEWART.....
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
83	107
29-2	29-3
94-W	94-J
186-W	186-J
57	57
27	105
75	95
175-2	175-3
2-W	2-J
47	47
13	13
38	11
7	136
95	96
83	104-S-B
135-J	135-M
East 67-J	East 67-M
Broad 65	Broad 532
Broad 65	Broad 192
Broad 1458-R1	North 161
Melrose 1039	Hemlock 3954-W
Melrose 1039	Hemlock 1955
Melrose 458	Melrose 579
Melrose 458	Melrose 1157
41	27
96	86
24	24
2	Lake Cottage
	214-J-10
75	75
47	92
30-W	30-R
5	200
56	164
22	93-W

MINE SPURS—CUYUNA RANGE.

Station No.	Name	Distance from Ironton
LH 1	Mahnomen Mine.....	1.4
LH 2	Louise Shaft.....	1.9
LH 3	Louise Mine.....	2.7
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.

Miles Time Per Mile Per Mins. Secs. Hour		
1	..	60
1	1	59
1	2	58
1	3	57.1
1	4	56.2
1	5	55.3
1	6	54.5
1	7	53.7
1	8	52.9
1	9	52.1
1	10	51.4
1	12	50
1	15	48
1	20	45
1	25	42.3
1	30	40
1	40	36
1	45	34.3
1	50	32.7
2	..	30
2	10	27.6
2	15	26.6
2	20	25.7
2	30	24
2	40	22.5
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
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
Iron ton 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	.....	1900	2250	2550	3250	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 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"	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 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'-6"

F. L. BIRDSALL,
Asst. Superintendent.

W. D. PEARCE,
Asst. Superintendent.

H. J. COUNCILMAN,
Trainmaster.

A. S. CRITCHFIELD
Trainmaster.

GEORGE STEINER,
Chief Dispatcher.

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