

NORTHERN PACIFIC RAILWAY COMPANY

LAKE SUPERIOR DIVISION

TIME 59 TABLE

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

SUNDAY, OCTOBER 26, 1930.

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,
Assistant General Manager.

G. H. JACOBUS,
Superintendent.

P. H. McCAULEY,
General Superintendent of Transportation.

FIRST SUB-DIVISION
(MAIN LINE)

WESTWARD

EASTWARD

THIRD CLASS		FIRST CLASS		Water, Fuel, Grease, Turf, Tables, Wyes and Yard Lumber	Station Numbers	Distance from Ashland	Time Table No. 59 October 26, 1930 Succeeding No. 55		Distance from Duluth	Car Capacity of Freight	FIRST CLASS		SECOND CLASS			
731		53	51				STATIONS				54	52	732			
Way Freight		Passenger	Passenger				Telegraph Offices and Calls				Passenger	Passenger	Freight			
Ex. Sun.	Daily	Daily										Daily	Daily	Ex. Sun.		
L 7.00u	L 3.30u	L 9.15u	WCO	0	0.0	A	ASHLAND	D	75.8	Yard	A 11.45u	A 5.35u	A 4.54u			
f 7.14	a 3.40	a 9.25	TX	5	4.6	C. & N. W. and Soo Line Crossings 4.6 Trunk Conn.	ASHLAND JCT.		71.2		a 11.33	a 5.23	4.42			
f 7.31	f 3.52	f 9.36		10	10.2	C. St. P. M. & O. Crossing 5.6	MOQUAH		65.6	23	f 11.22	f 5.09	4.26			
f 7.50	f 4.05	f 9.48		16	16.3		INO.		59.5	24	f 11.00	f 4.56	4.07			
	f 4.09	f 9.52		19	18.1		SPIDER		57.7	B 4	f 11.07	f 4.52				
f 8.14	f 4.21	f 10.03		24	23.7		TOPSIDE		52.1	9	f 10.56	f 4.40	3.44			
a 8.45	a 4.30 ₅₃	a 10.12	WX	28	28.4	RV	IRON RIVER	D	47.4	22	a 10.46	a 4.30 ₅₃	3.30			
f 8.57	f 4.38	f 10.20		32	32.4		MUSKEG		43.4	7	f 10.38	f 4.23	3.18			
f 9.05	f 4.43	f 10.25		35	35.1		TARTER		40.7	11	f 10.33	f 4.18	3.10			
a 9.09	a 4.45	a 10.30 ₅₄		36	36.4	BX	BRULE	D	39.4	25	a 10.30 ₅₄	a 4.16	3.05			
	f 4.52	f 10.38		40	40.0		BELLWOOD		35.8	B 8	f 10.23	f 4.10				
f 9.24	f 4.54	f 10.41		41	41.5		BLUEBERRY		34.3	27	f 10.19	f 4.07	2.49			
f 9.31	a 4.59	a 10.46		44	44.0		MAPLE		31.8	B 5	a 10.13	a 4.02	2.41			
f 9.36	f 5.02	f 10.49		45	45.5		WIEHE		30.3		f 10.09	f 3.59	2.36			
a 9.44	a 5.07	a 10.54	W	48	48.1	AR	POPLAR	D	27.7	17	a 10.04	a 3.54	2.28			
f 9.59 ₅₄	a 5.11	a 10.59		50	50.3		WENTWORTH		25.5	19	a 9.59 ₇₃₁	a 3.49	2.21			
	f 5.17	f 11.05		53	53.5		AMNICON FALLS		22.3		f 9.53	f 3.43				
f 10.14	f 5.23	f 11.11		57	56.7		CUTTER		19.1	B 2	f 9.47	f 3.37	2.02			
	f 5.26	f 11.15		59	58.5		PARKDALE		17.3		f 9.44	f 3.34				
10.25	f 5.32	f 11.21		61	61.5		ALLOUEZ		14.3	24	f 9.38	f 3.28	1.46			
A 10.30u	A 5.35u	A 11.25u	WOY	63	63.3	N. W. C. and O. N. Crossings Interlocked 1.8 Trunk Conn.	EAST END	D	12.5	Yard	L 9.35u	L 3.25u	L 1.40u			
			X			C. St. P. M. & O. Crossing Interlocked										

BETWEEN EAST END AND DULUTH TRAINS WILL BE COVERED BY DULUTH AND SUPERIOR TERMINAL TIME TABLE

	A	5.10u	A	12.0u	WCO	WB	75.8	DU	DULUTH	DN	0.0	Yard	L 9.00u	L 2.50u		
Ex. Sun.	Daily	Daily			TY	71							Daily	Daily	Ex. Sun.	
3.30	2.03	2.10											2.10	2.10	3.14	
16.0	30.3	20.2											20.2	20.2	19.8	
								Time Over Subdivision								
								Average Speed Per Hour								

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

SPECIAL INSTRUCTIONS, PAGES 7, 8 AND 9.

SECOND SUB-DIVISION
(MAIN LINE)

WESTWARD

EASTWARD

THIRD CLASS		SECOND CLASS		FIRST CLASS					Time Table No. 59 October 26, 1930 Succeeding No. 60	STATIONS	Distance from Duluth.	Distance from Superior.	Car Capacity of Subst.	FIRST CLASS				THIRD CLASS	
727		623		33	65	57	31	55						34	66	58	56	32	728
Way Freight		Freight		M. and I. 33 Passenger	Passenger	Passenger	M. and I. 31 Passenger	Passenger						M. and I. 34 Passenger	Passenger	Passenger	Passenger	M. and I. 32 Passenger	Way Freight
Ex. Sun.		Daily		Daily	Daily	Daily	Ex. Sun.	Daily						Daily	Daily	Daily	Daily	Ex. Sun.	Ex. Sun.
			L 5.30 ^v		L 11.30 ^v	L 7.30 ^v		L 7.15 ^u	WCO TYX	WD 71	0.0	DU.....DULUTH.....DN	147.5	Yarl	A 6.30 ^u	A 8.45 ^u	A 11.30 ^v		
BETWEEN CENTRAL AVE. AND DULUTH TRAINS WILL BE GOVERNED BY DULUTH AND SUPERIOR TERMINALS TIME TABLE.																			
		L 6.30 ^u		L 12.20 ^u	L 8.02 ^v		L 7.45 ^u	WYX	67	8.3	AJ.....CENTRAL AVE.....DN	139.2	Yarl	A 5.29 ^u	A 8.19 ^u	A 11.05 ^v			
		6.46		12.25	f 8.05		f 7.49	69½	10.7	Interlocked 2.4	POKEGAMA.....P	136.8	68		5.24	f 8.14	f 11.00		
		7.02		12.34	f 8.15		f 7.58	74	15.7	Interlocked 5.0	WG.....ANTON.....P	131.0	34		5.17	8.06	f 10.51		
		7.08		12.38	8.20		8.02	78½	18.4	Interlocked 2.7	STATE LINE.....P	129.1			5.12	f 8.02	10.46		
		7.14		12.42	f 8.23		f 8.05	79	20.1	Interlocked 1.7	BARKER.....P	127.4	29		5.09	f 7.59	f 10.43		
		7.25		f 12.49	a 8.30		a 8.10	82	23.1	3.0	WQ.....WRENSHALL.....DNP	124.4	73		f 5.04	a 7.55	a 10.38		
	L 6.45 ^u	7.50		A 12.58 ^u	a 8.39		a 8.10	86	27.5	4.4	UN.....CARLTON.....DN	120.0	Yarl	L 4.56 ^u	a 7.48	a 10.29		A 12.53 ^v	
	f 7.00	8.03			f 8.50		f 8.26	91	32.4	Interlocked 4.9	IVERSON.....P	115.1	74			f 7.40	f 10.20		f 12.34
	a 7.33	8.31			a 9.01		a 8.36	96	37.2	4.8	SA.....SAWYER.....DP	110.3	74			a 7.33	a 10.11		a 12.16 ^v
	f 7.48	8.48			f 9.15		f 8.49	102	43.7	6.5	CORONA.....P	103.8	76			f 7.23	f 10.00		f 11.51 ^u
	a 8.12	8.59			a 9.27		a 8.59	108	49.1	5.4	CM.....CROMWELL.....DNP	98.4	66			a 7.15	a 9.51		a 11.31
	a 8.30	9.13			a 9.41		a 9.10	114	55.2	6.1	WT.....WRIGHT.....DP	92.3	77			a 7.05	a 9.41		a 11.08
	a 8.50	9.32			a 9.51		a 9.21	120	61.3	6.1	TK.....TAMARACK.....DP	86.2	88			a 6.55	a 9.32		a 10.45
	f 9.05	9.42			f 9.58		f 9.29	125	65.3	4.0	GRAYLING.....P	82.2	77			f 6.49	f 9.24		f 10.28
	a 9.20	10.07			a 10.07		a 9.39	129	70.5	5.2	MG.....MCGREGOR.....DN	77.0	W67			a 6.39	a 9.15		a 10.09
	f 9.44	10.22			f 10.14		f 9.47	133	74.5	Boo Line Crossing 4.0	LANSFORD.....P	73.0	65			f 6.31	f 9.08		f 9.54
	f 9.54	10.32			f 10.21		a 9.56	138	79.3	4.8	KY.....KIMBERLY.....DP	68.2	77			f 6.24	a 9.01		a 9.27
	a 10.12	10.42			f 10.31		a 10.06	144	85.1	5.8	ROSSBURG.....P	62.4	78			f 6.16	a 8.52		a 9.06
	f 10.28	11.02			a 10.41		a 10.17	150	91.1	6.0	KN.....AITKIN.....DNP	56.4	W79			a 6.08	a 8.42		a 8.45
	a 11.00	11.12			f 10.49		f 10.26	155	95.9	4.8	CEDAR LAKE.....P	51.6	77			f 5.58	f 8.34		f 8.28
	f 11.10	11.27			a 11.00		a 10.37	160	101.5	5.6	DO.....DEERWOOD.....DN	46.0	78			a 5.50	a 8.25		a 8.08
	a 11.25	11.37			f 11.07		f 10.45	165	105.5	4.0	KLONDYKE.....P	42.0	77			f 5.41	f 8.18		f 7.54
	f 11.35	11.48 ^v			f 11.16		f 10.55	170	111.0	5.5	LOERCH.....P	36.5	77			f 5.34	f 8.10		f 7.35
	f 11.50 ^u	12.05 ^v			a 11.28		a 11.08	177	118.2	7.2	B.....BRAINERD.....DN	29.3	106			a 5.25	a 7.59		a 7.10
	a 12.55	12.30 ^u			11.38		11.13			0.6						5.20	7.53		
	12.57	12.32			A 11.40 ^v		A 1.50 ^v												
	f 1.10	12.42			f 11.45		f 11.21	181	122.6	3.8	M. & I. JCT.....P	28.7				5.18	7.52		7.04
	f 1.25	12.54			f 11.54 ^v		f 11.31	187	128.2	5.6	BAKTER.....P	24.9	78			f 5.13	f 7.46		a 6.56
	a 1.48	1.02			a 12.01 ^u		a 11.36	191	131.6	3.4	SYLVAN.....P	19.3	77			f 5.05	f 7.37		f 6.37
	f 2.05	1.14			f 12.08		f 11.45	196	136.6	5.0	PG.....PILLAGER.....DP	15.9	104			a 5.00	a 7.31		a 6.27
	a 2.30	1.24			a 12.16		a 11.51	199	140.3	3.7	WHEELLOCK.....P	10.9	77			f 4.52	f 7.23		f 6.04
	f 2.40	1.33			f 12.23		f 11.58 ^u	203	144.4	4.1	MO.....MOTLEY.....D	7.2	W77			a 4.46	a 7.17		a 5.56
	A 3.00 ^u	A 1.50 ^u			A 12.30 ^u		A 12.05 ^u	207	147.5	3.1	HAYDEN.....DN	3.1	77			f 4.40	f 7.10		a 5.41
											SO.....STAPLES.....DN	0.0	Yarl			L 4.35 ^u	L 7.05 ^v		L 5.30 ^u
	Ex. Sun.	Daily	Daily	Daily	Daily	Ex. Sun.	Daily							Daily	Daily	Daily	Daily	Ex. Sun.	Ex. Sun.
	7.09	7.2	.05	.31	4.17	.05	4.18							.04	.33	.33	.35	.03	7.23
	18.9	19.0	7.4	30.3	32.5	7.4	32.0							4.5	31.7	38.1	35.5	7.4	18.2

AUTOMATIC BLOCK BETWEEN CARLTON AND CENTRAL AVENUE.

SPECIAL INSTRUCTIONS, PAGES 7, 8 AND 9.

DOUBLE TRACK BETWEEN STATE LINE AND ANTON.

THIRD SUB-DIVISION (MAIN LINE)

EASTWARD

WESTWARD

THIRD CLASS		SECOND CLASS		FIRST CLASS			Time Table No. 59 October 26, 1930 Succeeding No. 60 STATIONS Telegraph Offices and Calls	Distance from Duluth	Distance from White Bear	Car Capacity of Subdiv.	FIRST CLASS			SECOND CLASS		THIRD CLASS	
723	721	625	627	61	67	65					66	62	68	626	628	722	724
Way Freight	Way Freight	C. M. St. P. & P. Freight	Freight	Passenger	Passenger	Passenger					Passenger	Passenger	Passenger	C. M. St. P. & P. Freight	Freight	Way Freight	Way Freight
Mo., Wed. and Fri.	Ex. Sun.	Daily	Daily	Ex. Sun.	Ex. Sun.	Daily					Daily	Ex. Sun.	Ex. Sun.	Daily	Daily	Ex. Sun.	Tue., Thu. and Sat.
			L 8.00	L 8.35		L 11.30	WCY OT	WD- 71	0.0	DU	DULUTH	DN	140.4	Yard	A 6.30	A 2.10	

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

L 7.20		L 8.50	L 8.20	L 8.52		Via Superior and 2nd Sub-division	WYX	1.5	4.9	WEST DULUTH JCT.	P	135.5		A 1.48		A 4.45	A 4.55		A 11.47	
f 7.29				f 8.50				L8	7.7	SMITHVILLE	P	132.7	87	f 1.44					f 11.35	
f 7.39		9.00	8.30	f 9.07			L11	11.3	3.6	SHORT LINE PARK	P	129.1	33	f 1.38		4.20	4.36		11.20	
f 7.52		9.22	8.51	f 9.18			L16	16.1	4.8	BROWNELL	P	124.3	44	f 1.29		4.05	4.22		f 11.01	
f 8.01		9.30	9.00	s 9.25			L19	19.3	3.2	THOMSON	P	121.1	27	f 1.23		3.50	4.10		s 10.48	
s 8.05 8.35		9.35 10.05	9.05 9.35	s 9.35		L 1.03	WCO YX	L21	20.9	UN CARLTON	DN	119.5	Yard	A 4.48	s 1.20	3.45	4.05		s 10.41	
f 8.55		10.20	9.50	9.44		1.14		L26	26.9	2nd Sub-Div. and O. N. Crossing Interlocked	P	113.5	76	f 4.37	f 1.07	3.15	3.40		f 10.17	
f 8.58				f 9.47		1.16		L20	28.4	1.5	ATKINSON	P	112.0	11	f 4.33	f 1.04			f 10.11	
s 9.14		10.35	10.03	s 9.54 724		1.24		L33	32.7	4.3	MA MAHTOWA	DP	107.7	99	f 4.24	s 12.55	2.55	3.20	s 9.54 61	
s 9.34		10.50	10.15	s 10.05		1.36		L39	38.7	4.5	BM BARNUM	DP	101.7	77	f 4.12	s 12.43	2.35	3.00	s 9.27	
s 9.49		11.02	10.40	s 10.13		1.48	WYX	L43	43.2	6.0	MU MOOSE LAKE	DN	97.2	100	s 4.02	s 12.33	2.20	2.45	s 9.10	
s 10.10		11.14	10.53	s 10.23		2.00		L49	49.2	4.5	SG STURGEON LAKE	DP	91.2	71	f 3.46	s 12.20	2.00 65	2.25	s 8.43	
s 10.31 61		11.24	11.01	s 10.31 723		2.10		L54	53.7	3.9	WR WILLOW RIVER	DP	86.7	86	f 3.36	s 12.10	1.37 65	2.10 65	s 8.26	
f 10.45		11.34	11.08	s 10.37		2.18		L58	57.6	5.1	RUTLEDGE	P	82.8	50	s 3.27	s 12.01	1.27	1.49	f 8.10	
s 11.05		11.49	11.23	s 10.46		2.28		L62	62.7	3.4	FY FINLAYSON	DP	77.7	102	f 3.17	s 11.51	1.15	1.37	s 7.50	
s 11.17		11.59	11.31	s 10.52		2.36	W	L66	66.1	4.7	MR GRONINGEN	DN	74.3	76	s 3.09	s 11.43	1.05	1.27	s 7.37	
11.33 63		12.10	11.41	s 11.00		2.44		L71	70.8	4.8	FRIESLAND	P	69.6	91	f 3.01	s 11.33 723	12.50	1.15	f 7.19	
A 11.50	L 7.15	12.25 028-020	11.52 12.37 020-023	s 11.08 11.18 62		2.52 60	WCY X	L76	75.6	3.2	HN HINCKLEY	DN	64.8	W 105 E 117	s 2.52 60	s 11.13 61	12.30 11.54 027-025	1.00 12.19 027-025	A 12.45	L 7.00
				f 11.23		3.12		L79	78.8	4.1	MISSION CREEK		61.6	S 8	f 2.36	f 11.07				
	s 7.35	1.25	12.55	s 11.30		3.22		L83	82.9	5.8	RN BEROUN	DP	57.5	76	f 2.29	s 11.01	11.30	11.59	s 12.25	
	s 8.15	1.42	1.12	s 11.39		3.34	X	L89	88.7	4.7	J PINE CITY	DNP	51.7	75	s 2.18	s 10.52	11.16	11.45	s 12.05	
	s 8.35	2.04 60	1.25	s 11.47 722		3.44		L94	93.4	5.1	RK ROCK CREEK	DP	47.0	77	f 2.04 625 637	s 10.41	11.05	11.34	s 11.47 61	
	s 8.50 10.40 69	2.24	1.52 60	s 11.57 721		3.55	WYX	L99	98.5	6.9	RC RUSH CITY	DNP	41.9	W 77 E 77	s 1.52 637	s 10.32 721	10.55	11.23	s 11.20	
	s 11.00 722	2.40	2.08	s 12.05		4.10		L106	105.4	5.1	HA HARRIS	DP	35.0	74	f 1.37	s 10.19	10.39	11.07	s 11.00 721	
	s 11.20	2.58	2.20	s 12.18		4.21	X	L111	110.5	7.9	CH NORTH BRANCH	DP	29.9	W 60 E 78	f 1.25	s 10.09	10.25	10.53	s 10.24	
	s 11.40	3.15	2.40	s 12.30		4.38		L119	118.4	4.2	CA STACY	DP	22.0	78	s 1.11	s 9.56 722	10.03	10.31	s 9.56 62	
	f 12.01	3.30	2.55	s 12.39 71	L 6.41	4.47	WYX	L123	122.6	4.2	WI WYOMING	DN	17.8	W 77 E 50	s 1.03	s 9.49	9.51	10.19	s 9.35	
	f 12.15	3.45	3.10	s 12.43		4.56		L127	126.9	3.7	ST FOREST LAKE	DP	13.6	100	f 12.55	s 9.42	9.39	9.56	s 9.19	
					f 6.55			L131	130.5	4.7	GAREN		9.9	9		f 6.08				
	f 12.35	4.10	3.35	s 1.03	s 7.03	f 5.14		L135	135.2	4.2	VN HUGO	DP	5.2	78	f 12.40	s 9.30	9.15	9.41	s 8.46	
	f 12.50	4.25	3.47	s 1.12	s 7.10	5.23		L140	139.4	1.0	JN BALD EAGLE	DP	1.0	61	12.33	s 9.22	9.03	9.31	s 8.30	
	As 1.00 61	4.30	As 4.00	As 1.15 721	As 7.12	As 5.25	WCT XY	L141	140.4	1.0	WB WHITE BEAR	DN	0.0	Yard	L 12.30	L 9.20	L 9.00	L 9.28	L 8.25	
Mo., Wed. and Fri.	Ex. Sun.	Daily	Daily	Ex. Sun.	Ex. Sun.	Daily								Daily	Ex. Sun.	Ex. Sun.	Daily	Daily	Ex. Sun.	Tue., Thu. and Sat.
4.00	5.45	6.30	6.25	4.13	5.31	4.22								4.08	4.18	5.35	7.00	6.16	4.20	4.47
18.0	11.2	20.6	21.1	32.1	34.4	27.3								78.9	31.5	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				Water, Fuel, Grease, Tire, Fabrics, Wire and Yard Limit.	Station Number.	Distance from Derwood.	Time Table No. 59 October 26, 1930 Succeeding No. 68			Distance from Tremont.	Car Capacity of Siding.	SECOND CLASS	
739							STATIONS					738	
Way Freight							Telegraph Offices and Calls					Way Freight	
Ex. Sun.											Ex. Sun.		
L 8 30	XY	160	0.0	DO	DEERWOOD	DN	7.2	A 7 30	L 7 15				
A 0 45	YN	1K4	3.9	RN	IRONTON	D	3.3	L 7 15					
Ex. Sun.											Ex. Sun.		
15											15		
13.0											15.0		
							Time Over Sub-division						
							Average Speed Per Hour						

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS
IN THE OPPOSITE DIRECTION, EXCEPT
No. 739 is superior to No. 738.

WESTWARD

FIFTH SUB-DIVISION
(CLOQUET BRANCH)

EASTWARD

SECOND CLASS			Water, Fuel, Grease, Tire, Fabrics, Wire and Yard Limit	Station Numbers.	Distance from Cloquet.	Time Table No. 59 October 26, 1930 Succeeding No. 68			Distance from Cloquet.	Car Capacity of Siding.	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 3.15	L 1.35	L 6.55	WYO	86	0.0	UN	CARLTON	DN	5.8	Yard	A 7.45	A 2.50	A 5.00
f 3.30	f 1.47	f 7.05	YX	1.04	3.1		SCANLON		2.7		f 7.35	f 2.38	f 4.49
A 3.45	A 1.55	A 7.15	WO	1.07	5.8	CQ	CLOQUET	D	0.0	Yard	L 7.25	L 2.30	L 4.40
		US											
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
						Time Over Subdivision							
						Average Speed Per Hour							

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

No. 97 is superior to No. 98. No. 75 is superior to No. 74.
No. 99 is superior to No. 100.

WESTWARD

SIXTH SUB-DIVISION
(GRANTSBURG BRANCH)

EASTWARD

SECOND CLASS				Water, Fuel, Grease, Tire, Fabrics, Wire and Yard Limit	Station Number	Distance from Grantsburg	Time Table No. 59 October 26, 1930 Succeeding No. 68		Distance from Rush City	Car Capacity of Siding	SECOND CLASS		
733	735	STATIONS					736	734					
Mixed	Mixed	Telegraph Offices and Calls					Mixed	Mixed					
Ex. Sun.	Ex. Sun.									Ex. Sun.	Ex. Sun.		
L 1.50	L 0.20 ³	T	LE17	0.0	G	GRANTSBURG	D	17.0	30	A 8.10	A 12.40 ³		
f 2.05	f 0.35		LE11	6.5		LIND SPUR		10.5		f 7.56	s 12.25		
2.15	f 0.43		LE7	10.3		BENSON	P	6.7	16	f 7.48	s 12.17		
2.20	f 0.48		LE5	11.9		ST. CROIX RIVER		5.1		f 7.43	s 12.13		
A 2.40 ³	A 9.00 ³	WYO X	1.99	17.0	RC	RUSH CITY	DN	0.0	154	L 7.30 ³	L 12.01 ³		
Ex. Sun.	Ex. Sun.									Ex. Sun.	Ex. Sun.		
20	49									20	39		
20.4	25.5									20.5	24.1		
Time Over Subdivision													
Average Speed Per Hour													

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

WESTWARD

SEVENTH SUB-DIVISION
(TAYLORS FALLS BRANCH)

EASTWARD

SECOND CLASS			FIRST CLASS			Water, Fuel, Grease, Tire, Fabrics, Wire and Yard Limit	Station Number	Distance from Taylors Falls	Time Table No. 59 October 26, 1930 Succeeding No. 68			Distance from Wyoming	Car Capacity of Siding	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	L 11.35	L 5.50	WTX		0.0		TAYLORS FALLS YARD		20.2	Yard	A 11.00	A 7.10	A 2.40										
n 8.04	n 11.37	n 6.00		LF21	0.7	FA	TAYLORS FALLS	D	19.5	9	s 10.59	s 7.13	s 2.37										
n 8.16	n 11.43	n 6.05		LF17	3.1		FRANCONIA		17.1		f 10.52	f 7.05	f 2.27										
n 8.31	n 11.51	n 6.12		LF14	6.2	SF	SHAFERS	D	14.0	40	s 10.44	s 6.56	s 2.14										
n 8.43	n 12.01	n 6.19		LF10	9.6	CN	CENTRE CITY	D	10.6	28	s 10.35	s 6.48	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 6.43	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 6.37	s 1.42										
A 9.40	A 12.30	A 6.41	WYX	1.123	20.2	WI	WYOMING	DN	0.0	167	L 10.05	L 6.23	L 1.15										
Ex. Sun.	Ex. Sun.	Ex. Sun.									Ex. Sun.	Ex. Sun.	Ex. Sun.										
1.40	.55	.61									.55	.55	1.25										
12.1	22.0	23.7									22.0	22.9	14.2										
						Time Over Subdivision																	
						Average Speed Per Hour																	

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

SPECIAL INSTRUCTIONS.

FIRST SUBDIVISION.

(MAIN LINE.)

- At Ashland—Trainmen and Enginemen will familiarize themselves with the schedule of C. & N. W., Omaha and Soo Line first class trains when using or crossing over their Main Tracks.
- Normal position of Main Track switch just East of Seventh Ave., leading to the Soo Line, is 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: Engines, Classes T, Q-3, Q-4, W, W-1, W-2 and W-4 (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, Iron River, as follows: Engines, Classes W, W-1, W-2 and W-4 (8) miles per hour. Engines, Classes 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. 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—Engines or heavier, East End to Wentworth and Iron to Topside, 30 miles per hour, on curves 25 miles per hour. Westworth to Brule and Topside to Ashland, 25 miles per hour, on curves 20 miles per hour.
- Register Stations—Central Avenue. Ashland Soo Line Passenger Depot.
- Derail Switches—Wentworth.....East End Siding. Poplar.....West End Siding. Poplar.....Lange Canning Co.'s Track. Iron River.....West End Train Track. Tarter.....West End Siding. Iron River.....West End Transfer Track.
- Commercial Spurs—

	Miles from Duluth	Car Capacity
Spider.....	57.7	4
Hellwood.....	35.8	4
Maple.....	31.8	5
Cutter.....	10.1	2

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.
- At Carlton—Eastward Freight Trains and light engines from the Second Sub-Division will head in on North Siding. Westward Trains, Switch Crows or Branch Trains will not use North Siding without permission from the Dispatcher. Trains must not exceed a speed of fifteen (15) miles per hour over diamond switches at the Interlocking Plant, except straight through movement via Third Sub-Division.
- At McGregor—The Siding east of the Depot will be used as "Westward Siding." The Siding west of the Depot will be used as "Eastward Siding."
- At Aitkin—The South Siding will be used as "Eastward Siding." The North Siding will be used as "Westward Siding."
- At Leech—Tracks between Leech and Omaha Mine are a part of Leech Yard. Capacity 22 cars.
- At Deerwood—Tracks between Deerwood and Orleans are a part of Deerwood Yard. Capacity, 117 cars.
- 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 Interlocking—The westward distant signal 8700 feet east of the home signal is a two arm signal. The top arm is fixed indicating STOP. The lower arm is a three position automatically operated signal. Westward trains that may have difficulty starting at the home signal must not pass the distant signal until the lower arm indicates CLEAR. If the lower arm is not immediately changed to CLEAR for such trains, or to CAUTION or CLEAR for other trains, the condition of the block ahead will be obtained from the Towerman at the Interlocking Station by using the telephone located at the distant signal, and will then proceed on instructions from the Towerman at restricted speed.
- Pusher Districts—Central Avenue to Sawyer.
- Retaining Valves—Must be used on grades from 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; when a signal is to be cut off retaining valves will not be turned up until brake test made.

- Bridge and Engine Restrictions—Engines, classes Z-5, not permitted; W, W-1, W-2 and W-4 must not use the following tracks except that class W, W-1 and W-4 engines may use the hole track and power house spur at Aitkin and Zenith Gravel Pit Track.

Wrenshall.....	Wrenshall Brick Yards 1 & 2.
Carlton.....	Zenith Gravel Pit Track.
Tamarack.....	Stork Track.
Aitkin.....	Hole Track and Power House Spur.
Brainerd.....	Tracks Nos. 13-14-15-16-17, west end 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, except 10 M. P. H. at 4th, 6th, 8th and 13th Sts., also Highway No. 2 West M. and I. Jet. 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 Lamsford 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. F. Hurst.....West Duluth, 301 N. Central Ave. J. 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. Leech.....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 Jet.—Automatic Power Switch installed at end double track and Spring Switch at East end Wye to Grassy Point Line, in connection with Spring Switch be governed by Rule (13) Special Instructions Page (7), current Time Table. Automatic Power Switch at West Duluth Jet., end of double track, operated automatically by electric switch machine. When necessary to operate Switch by hand first throw lever marked "POWER LEVER," then throw lever marked "HAND-THROW LEVER." Both levers must be returned to normal position and locked after completing movement. Home Signal 149.1, Dwarf Signal 149.3, Home Signal 149.0, Dwarf Signal 149.2, Dwarf Signal 149.4, Dwarf Signal 149.5 and Home Signal 149.6 are all Interlocking Signals and rules governing Interlocking apply. Trains heading Eastward Signal 149.0 and Westward 149.1 or Dwarf Signal 149.3 at "STOP" must examine end of double track switch, and if not in proper position use hand-throw lever and comply with Interlocking Signal Rules. Normal position of Spring Switch for Grassy Point Line Normal position of Power Switch for Westward trains.
- At Hinckley—The Siding east of Grind Stone River will be used as "Westward Siding." The Siding west of Great Northern Crossing will be used as "Eastward Siding." Cars must not be left on No. 1 yard track. 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 Depot will be used as "Eastward Siding." The Siding east of the Depot will be used as "Westward Siding."
- At North Branch—The Siding west of the Depot will be used as "Eastward Siding." The Siding east of the Depot will be used as "Westward Siding."
- At Wyoming—The Siding west of the Depot will be used as "Eastward Siding." The Siding east of the Depot will be used as "Westward Siding."
- At Bald Eagle—The Bald Eagle Lead may be used by trains in both directions 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.
- Retaining—Valves must be used on grades between Brownell to 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 Line. Rock Creek, all trains fifteen (15) miles per hour. Forest Lake, all trains thirty (30) miles per hour over crossing just east of depot. Bridge Restriction—Engine's class Z-5 not permitted.
- 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 Colletta.
- At Hinckley—Interlocking. Trains will call for route as follows: For Through Main Track Movement—(One Long) For Movement from Main Track to Siding— (One Long, One Short) For Movement from Siding to Main Track— (One Short, One Long) For Movement from Siding to Siding— (Two Shorts)
- Register Stations—West Duluth. Carlton. Hinckley. For trains terminating Hinckley. White Bear.
- Register Exceptions—Eastward Trains register at West Duluth by ticket, Form 603, and will not require clearances if train order signal is in clear position.
- Bulletin Stations—Duluth Passenger Depot, Yard Office and Round House. Carlton. Hinckley. White Bear. St. Paul, Minn. St. Yard Office and Round House.
- Standard Time Clocks—Hinckley. Duluth Passenger Depot. 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. Mine Creek.....West End Siding. St. Paul, Minn. St. Yard Office and Round House. Brownell.....East End Siding. Carey.....West End Siding. Thornton Siding.....East End Siding. Bald Eagle.....East End Transfer Track. Rush City.....Coal Dock 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
Carey Siding.....	130.7	8

FOURTH SUBDIVISION.

(IRONTON BRANCH.)

1. Register Stations—Ironton-Desmond.
2. Bulletin Station—Ironton.
3. Derail Switches—Ironton. Feigh Mine coal track. Louis Mine track 1, 2 and 3. Liberty Mine Spur.
4. Watch Inspectors—Sandstrom and Sandstrom.
5. Bridge Restriction—Engines, Class 2-4, not permitted.

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.
5. Bridge Restriction—Engines, Class 2-5, not permitted.

SIXTH SUBDIVISION.

(GRANTSBURG BRANCH.)

1. Bridge and Engine Restrictions—Speed will be reduced over Bridge 5, St. Croix River as follows: Single header engines, class 2-3, 8-4, 8-10 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
McCrath Spur	8.3	3
Runkgen Siding	8.0	4
Lind Spur	10.8	8
Anderson's Siding	18.0	18

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—Over Bridges 18, 18-1, 18-2 and 10 as follows: Engines, Classes W, W-1, W-2, W-4, Q, Q-3 and Q-4, eight (8) miles per hour. Double header engines, classes 2-2, 2-3, 2-4, 2-10, Q, Q-1 and Q-2, eight (8) miles per hour. Engines, classes A, Q-5, Q-3, 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, W-3, W-4 and W-5, forty (40) miles per hour. Light backing twenty (20) miles per hour. Switch engines moving between stations, under steam, fifteen (15) miles per hour. When necessary to takeback of freight trains with helper engine on rear, it should be done by the helper.
3. Except as otherwise provided engineers will be required only to consult register at initial or starting point.
4. Before moving a work or wrecking train, the whistle signal (4-B) or (4-h) must be sounded for the protection of men working about such trains.
5. When conditions permit, engineers on freight trains will receive proceed signal from rear of train before passing any station.
6. Train handling steam wrecking derrick, pile driver or locomotive cranes will not exceed thirty (30) miles per hour.

7. When it becomes necessary to temporarily blind a side track as main track, in addition to setting and locking switches, the side track signal indication may be set to stop. Bagging 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.
8. In automatic block territory gas-electric motor cars must not be stopped on sand, and when handled in freight trains, must be behind cabooses.
9. 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.

10. Before occupied outfit cars are switched or handled, air brakes must be cut in.
11. 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 not be advanced, he may instruct the trainmaster to use white signal as prescribed by Transportation Rule 12-C. The trainmaster may then continue to move his train on the main track to the signal at restricted speed and thereafter governed by train orders that are addressed to his train.

12. When a train is stopped by a stop and proceed signal it may proceed at once at restricted speed expecting to find a train in the block, broken rail, obstruction or switch not properly set and may understand the signal indication may be due to an opposing track proceeding into the same block at the opposite end, under an opposing signal indication Rule 501-B, and before proceeding into the block every precaution consistent with running orders and the nature of the track ahead should be taken to insure safe movement through the block.
13. On all branch line sidings trains may expect to find cars at any time.
14. 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 not properly set 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 red, no train should be permitted to proceed over the switch running against current of traffic, facing point movements must not be made over switch until points have been examined.

15. Sand must not be used over points of spring switches.
16. Derail switches will be set in derail position when not in use.

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. J. W. JESION, Assistant Surgeon, N. P. & B. A. Hospital, St. Paul.
- Dr. E. L. DUNN, Assistant Surgeon, N. P. & B. A. Hospital, St. Paul.
- Dr. H. C. COLLIE, Assistant Surgeon, N. P. & B. A. Hospital, St. Paul.
- Dr. W. J. LUND, Assistant, N. P. & B. A. Hospital, St. Paul.
- Dr. A. C. H. HATH, Nose and Throat, 329 Lowry Bldg., St. Paul.
- Dr. L. NELSON, Oculist and Aurist, 330 Lowry Bldg., St. Paul.
- Dr. G. C. NORDIN, 422 Lowry Bldg., St. Paul.
- Dr. H. B. CLARK, Oculist and Aurist, 1845 Medical Arts Bldg., Minneapolis.
- Dr. F. N. KNAPP, Oculist and Aurist, Bradley Bldg., Duluth.
- Dr. J. M. ROBINSON, Oculist and Aurist, 418 Providence Bldg., Duluth.
- Dr. J. W. HOLDEMAN, Duluth.
- Dr. N. P. NELSON, Brainerd.
- Dr. N. P. NELSON, Brainerd.

SPECIALISTS

- Dr. A. C. H. HATH, Nose and Throat, 329 Lowry Bldg., St. Paul.
- Dr. L. NELSON, Oculist and Aurist, 330 Lowry Bldg., St. Paul.
- Dr. G. C. NORDIN, 422 Lowry Bldg., St. Paul.
- Dr. H. B. CLARK, Oculist and Aurist, 1845 Medical Arts Bldg., Minneapolis.
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- Dr. J. W. HOLDEMAN, Duluth.
- Dr. N. P. NELSON, Brainerd.
- Dr. N. P. NELSON, Brainerd.

NOTES

SURGEONS will attend when called upon officially, to all cases of accident occurring to employees or passengers. In case of sickness it is the intention to limit medical service to cases where a surgeon is required, 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 regular medical representative arrives, when the case will 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. O. McDONALD, 1727 Med. Arts Bldg., Mpls.
- DR. R. R. CRAMMER, 1423 Med. Arts Bldg., Mpls.
- 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. B. McCLANAHAN, White Bear.
- DR. W. R. HUMPHRY, Stillwater.
- Wyoming (s).
- DR. J. A. POIRIER, Forest Lake.
- DR. E. E. SCHOOF, North Branch.
- DR. A. E. STAYTE, Pine City.
- DR. H. C. STRATTE, Pine City.
- DR. A. E. HOLMES, Rush City (s).
- DR. C. P. TRUOG, Lindstrom.
- DR. A. O. FLOM, Chicago City.
- DR. V. O. HELGELINE, Taylors Falls.
- DR. E. LUNN, Grantsburg.
- DR. C. O. LINDBERG, Grantsburg.
- DR. E. L. GUNTER, Hinckley (s).
- DR. W. C. EHMKE, Willow River.
- DR. THOMAS MOE, Moose Lake.
- DR. J. D. GILBERT, Carlton (s).
- DR. JAMES FLEMING, Cloquet (s).
- DR. ALBERT STUART, Cloquet (s).
- DR. C. H. CHRISTIANSEN, Superior.
- DR. W. H. SCHNELL, 28 Columbia Bldg., Superior.
- DR. F. O. BARAZIN, 28 Columbia Bldg., Superior.
- DR. A. H. 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. O. JOHNSON, Iron River, Wis.
- DR. W. KELLY, Aitkin, Minn. (s).
- DR. A. L. ARENDS, Wright, Minn.
- DR. J. J. RATCLIFFE, Aitkin, Minn.
- DR. S. S. SHANNON, Ironton, Minn.
- DR. R. A. BEISE.
- DR. J. A. THABES, St. Jr.
- DR. F. L. HAWKINSON, Brainerd, Minn.
- DR. M. S. BROWN.
- Brainerd Shops (s).
- Brainerd Passenger Station (s).
- DR. F. H. ALLEN, Staples (s).
- DR. M. COOPER, Staples.
- DR. CHAS. REICHELDERFER, Staples.

Office (Telephone)	Residence (Telephone)
Cedar 2340	
217 J-1	217 J-2
217 J-1	217 J-3
33	167
29-2	29-3
94-W	94-J
188-W	188-J
57	57
75	65
176-2	176-3
2-W	2-1
47	47
13	13
28	11
7	158
65	66
136-J	136-M
Broad 65	Broad 632
Broad 65	Broad 192
Broad 1463-R1	North 161
McLroese 1039	Hemlock 3054-W
McLroese 1039	Hemlock 1955
McLroese 453	McLroese 579
McLroese 453	McLroese 1157
41	27
95	85
2	Lake Cottage
	214-J-10
73	73
47	92
30-W	30-R
8	200
56	164
22	93-W

MINE SPURS—CUYUNA RANGE.

Station No.	Name	Distance from Ironton
LH 1	Mahomedan Mine	1.0
LH 2	Louise Shaft	1.4
LH 3	Louise Mine	2.7
LH 4	Marocco Mine	4.4
LI 1	Feigh Mine	1.3
LI 2	Hillcrest Mine	1.6
LI 3	Sagmore Mine	4.3
LN 1	Thompson Hill	2.3
LN 2	Sinclair Mine	2.3
LN 3	Evergreen Mine	2.1
LN 4	Meecham Mine	2.3
LM 1	Croft Mine	1.3
LM 2	Merrimac Mine	1.3
LP	Saltana Mine	2.3
LT 3	Cuyuna Mill-Lake Mine	9.4

NORTHERN PACIFIC RAILWAY COMPANY
Office of Superintendent
Lake Superior Division

Duluth, Minnesota
November 12, 1930

NOTICE NO. 210

TO - ALL CONCERNED,

SECOND & FOURTH SUB-DIVISIONS.
(LAKE SUPERIOR DIVISION)

Effective Monday, November 17, 1930, Train 727 will operate from Carlton to Brainerd, via Ironton, and effective Tuesday, November 18, 1930, Train 728 will operate from Brainerd to Carlton, via Ironton, DAILY EXCEPT SUNDAY. Home Terminal - Carlton. Distant Terminal - Brainerd.

On Tuesday, Thursday and Saturday Train 728 will spot House Track cars only, at Ironton, unless otherwise instructed.

Effective November 17, 1930, a Local Way Freight will be assigned, DAILY EXCEPT SUNDAY, to operate turn-around run between Brainerd, Ironton and Staples, as follows:

Leave Brainerd - Monday, Wednesday and Friday for Ironton, return to Brainerd and tie up.

Leave Brainerd - Tuesday, Thursday and Saturday for Staples, return to Brainerd and tie up. Home Terminal - Brainerd.

Notice No. 104, dated April 5, 1930, is accordingly cancelled.

G. H. JACOBUS,

Superintendent

POSTED _____ M

November _____ 1930

OFFICE OF SUPERINTENDENT

DIVISION

Duluth, Minn., December 17 - 3

19

CIRCULAR

NO. 5

ALL CONCERNED:

LAKE SUPERIOR DIVISION

EFFECTIVE December 21, 1930 &
DURING THE

CONTINUANCE OF TIME TABLE NO. 59 & 155

Trains #53 and #54, between Duluth and
Ashland, discontinued.

Last trains will be operated December
20, 1930.

POSTED _____ M.

December _____ 1930

Cy-PHM-EEN-EJJ-CEU-FDX-CDS-EHB-CLH-
CLS-CJB-TO-CPB-GFH-AJS-FLB-CTS-
HJC-GS-DF-FWF-NPW-HEM-EWL-WHS-PJL

G. H. JACOBUS

SUPERINTENDENT

567.

LAKE SUPERIOR

I HEREBY ACKNOWLEDGE RECEIPT OF

DIVISION

CIRCULAR NO. 5 WHICH WAS POSTED AT

LOCATION

PLACE

TIME

DATE

SIGNED

NORTHERN PACIFIC RAILWAY COMPANY
Office of Superintendent
Lake Superior Division

Duluth, Minnesota
January 9, 1931

NOTICE NO. 85

TO - ALL CONCERNED,

LAKE SUPERIOR DIVISION.

Effective Monday, January 12, 1931, Trains #723 and #724 will be discontinued.

Effective same date, and until further notice, Train #728 leaving Brainerd at 7:45 A.M., Mondays, Wednesdays and Fridays, will be assigned between Brainerd and Duluth.

Train #727, now leaving Carlton Tuesdays, Thursdays and Saturdays, will be assigned between Duluth and Brainerd, via Ironton, leaving Duluth at 4:45 A.M., Tuesdays, Thursdays and Saturdays.

Train #727, now leaving Carlton 6:45 A.M., Mondays, Wednesdays and Fridays, and Brainerd 7:45 A.M., Tuesdays, Thursdays and Saturdays, will be assigned as at present, between Carlton and Brainerd, via Ironton.

Effective Tuesday, January 13, 1931, Train #722, now leaving St. Paul Tuesdays, Thursdays and Saturdays, will be assigned between St. Paul and Carlton, leaving St. Paul 4:00 A.M., Tuesdays, Thursdays and Saturdays. Effective MONDAY, January 12, 1931, this crew will leave Carlton 5:30 A.M., Mondays, Wednesdays and Fridays, operating through to St. Paul.

Trains #721 and #722, between St. Paul and Hinckley, now leaving St. Paul Mondays, Wednesdays and Fridays, and Hinckley - Tuesdays, Thursdays and Saturdays, will be assigned as at present.

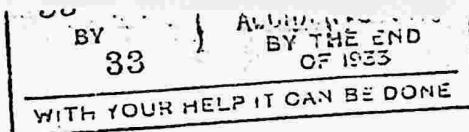
All of the above mentioned runs will be six-day assignments, DAILY EXCEPT SUNDAY.

Conductors desiring the runs on which vacancies exist will mail their bids to reach this office not later than midnight January 17, 1931.

G. H. JACOBUS,

POSTED _____ M
January _____ 1931

Superintendent



NORTHERN PACIFIC RAILWAY COMPANY
Office of Superintendent
Lake Superior Division

Duluth, Minnesota
March 3, 1931

NOTICE NO. 113

TO - ALL CONCERNED,

LAKE SUPERIOR DIVISION.

Effective Saturday, March 7, 1931, the present assignments of Trains 727, 728, and Local Extra between Brainerd, Ironton and Staples, as set forth in Notices Nos. 85 and 92, both dated January 9, 1931, are cancelled. This date (March 7, 1931) Train 727 will operate Carlton to Staples, and Train 728 - Brainerd to Duluth.

Effective Monday, March 9, 1931, and until further notice, Train 727 - Mondays, Wednesdays and Fridays, and Train 728 - Tuesdays, Thursdays and Saturdays, will operate between Duluth and Brainerd, six-day assignment.

Effective same date (March 9th), and until further notice, Train 728 - Mondays, Wednesdays and Fridays, and Train 727 - Tuesdays, Thursdays and Saturdays, will operate between Staples and Carlton, six-day assignment, Home Terminal - Carlton.

Effective Monday, March 9, 1931, crew now operating Local Extra between Brainerd, Ironton and Staples, will be assigned with Home Terminal at Ironton and, until further notice, will do any and all work as may be required at Deerwood, between there and Ironton, and all points on the Cuyuna Range. The first day of this assignment (March 9) will include the move from Brainerd to Ironton. This crew is assigned under the Combination Road-Switch Service Rule, six days per week.

Vacancies existing on runs listed above are now open for bid, and senior conductors applying will be assigned after a period of ten days.

G. H. JACOBUS

Superintendent

POSTED _____ M
March _____ 1931

BB's - 1-2-4-5-6-7-9-10-11-13

Cy- FLB-CTS-HJC-GS-NPW-WBH-JS-WJD-

NORTHERN PACIFIC RAILWAY COMPANY
Office of Superintendent
Lake Superior Division

Duluth, Minnesota
March 5, 1931

NOTICE NO. 118

TO - ALL CONCERNED,

LAKE SUPERIOR DIVISION.

The first paragraph of Notice No. 113, dated March 3, 1931, concerning changes in assignments of Trains 727, 728, and Local Extra between Brainerd, Iron-ton and Staples, is cancelled. Same should read -

"Effective Saturday, March 7, 1931, the present assignments of Trains 727, 728, and Local Extra between Brainerd, Iron-ton and Staples, as set forth in Notices Nos. 85 and 92, both dated January 9, 1931, are cancelled. This date (March 7, 1931) Train 727 will operate Duluth to Staples, and Train 728 - Brainerd to Duluth."

G. H. JACOBUS

Superintendent

POSTED _____ M

March _____ 1931

BB's - 1-2-4-5-6-7-9-10-11-13

Cy- FLB-CTS-HJC-GS-NPW-WBH-JS-WJD-EAK-CVB-
PHL-EJJ-OCG-ACA-JHB-EPW-EH-WMM-WJS-CCH-
HTO-AHB-FJM-JTY-ERM-HEC-TBN-GEL-WEF-TAR-
AMB-WHS-RJK-MET-WAR-SBH-

SLOGAN	
33	{ CUT DOWN ON ACCIDENTS 50% BY THE END OF 1933
BY	
33	
WITH YOUR HELP IT CAN BE DONE	