

# **NORTHERN PACIFIC RAILWAY COMPANY**

**LAKE SUPERIOR DIVISION**

## **TIME 62A TABLE**

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

**SUNDAY, NOVEMBER 29, 1931.**

**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.

WESTWARD

FIRST SUB-DIVISION  
(MAIN LINE)

EASTWARD

| THIRD CLASS    |              | FIRST CLASS  |          | Water, Fuel, Seals,<br>Turn Tables, Wyes<br>and Yard Limits. | Station<br>Numbers | Distance<br>from<br>Ashland.                | Time Table No. 62A<br>November 29, 1931<br>Succeeding No. 62 |      |      | Distance<br>from<br>Duluth. | Car<br>Capacity<br>of Siding. | FIRST CLASS |  | SECOND CLASS |  |
|----------------|--------------|--------------|----------|--------------------------------------------------------------|--------------------|---------------------------------------------|--------------------------------------------------------------|------|------|-----------------------------|-------------------------------|-------------|--|--------------|--|
| 731            | 51           | 52           | 732      |                                                              |                    |                                             |                                                              |      |      |                             |                               |             |  |              |  |
| Way<br>Freight | Motor<br>Car | Motor<br>Car | Freight  |                                                              |                    |                                             |                                                              |      |      |                             |                               |             |  |              |  |
| Ex. Sun.       | Daily        | Daily        | Ex. Sun. |                                                              |                    |                                             |                                                              |      |      |                             |                               |             |  |              |  |
| L 7.00AM       | L 9.15AM     | WCO          | 0        | 0.0                                                          | A                  | ASHLAND                                     | D                                                            | 75.8 | Yard | As 5.35PM                   | A                             | 4.54AM      |  |              |  |
| f 7.14         | a 9.25       |              | 5        | 4.6                                                          | Crossings          | C. & N. W. and Soo Line<br>4.6 Track Conns. |                                                              | 71.2 |      | a 5.23                      |                               | 4.42        |  |              |  |
| f 7.31         | f 9.36       |              | 10       | 10.2                                                         | Crossing           | ASHLAND JCT.<br>C St. P. M. & O.<br>5.6     |                                                              | 65.6 | 23   | f 5.09                      |                               | 4.26        |  |              |  |
| f 7.45         | f 9.48       |              | 16       | 16.3                                                         |                    | MOQUAH                                      |                                                              | 59.5 | 24   | f 4.56                      |                               | 4.07        |  |              |  |
|                | f 9.52       |              | 19       | 18.1                                                         |                    | INO                                         |                                                              | 57.7 | 8 4  | f 4.52                      |                               |             |  |              |  |
|                |              |              | 24       | 23.7                                                         |                    | SPIDER                                      |                                                              | 52.1 | 9    | f 4.40                      |                               | 3.44        |  |              |  |
| f 8.00         | f 10.03      |              | 28       | 28.4                                                         | RV                 | TOPSIDE                                     | D                                                            | 47.4 | 22   | a 4.30                      |                               | 3.30        |  |              |  |
| a 8.45         | a 10.12      | WX           | 32       | 32.4                                                         |                    | IRON RIVER                                  |                                                              | 43.4 | 7    | f 4.23                      |                               | 3.18        |  |              |  |
| f 8.57         | f 10.20      |              | 35       | 35.1                                                         |                    | MUSKEG                                      |                                                              | 40.7 | 11   | f 4.18                      |                               | 3.10        |  |              |  |
| f 9.05         | f 10.25      |              | 36       | 36.4                                                         | BX                 | TARTER                                      | D                                                            | 39.4 | 25   | a 4.16                      |                               | 3.05        |  |              |  |
| a 9.09         | a 10.30      |              | 40       | 40.0                                                         |                    | BRULE                                       |                                                              |      |      |                             |                               |             |  |              |  |
|                |              |              | 41       | 41.5                                                         |                    | BELLWOOD                                    |                                                              | 35.8 | 8 8  | f 4.10                      |                               |             |  |              |  |
|                | f 10.38      |              | 44       | 44.0                                                         |                    | BLUEBERRY                                   |                                                              | 34.3 | 27   | f 4.07                      |                               | 2.49        |  |              |  |
| f 9.24         | f 10.41      |              | 45       | 45.5                                                         |                    | MAPLE                                       |                                                              | 31.8 | 8 5  | a 4.02                      |                               | 2.41        |  |              |  |
| f 9.31         | a 10.46      |              | 48       | 48.1                                                         | AR                 | WIEHE                                       | D                                                            | 30.3 |      | f 3.59                      |                               | 2.36        |  |              |  |
| f 9.36         | f 10.49      | W            | 50       | 50.3                                                         |                    | POPLAR                                      |                                                              | 27.7 | 17   | a 3.54                      |                               | 2.28        |  |              |  |
| a 9.44         | a 10.54      |              | 53       | 53.5                                                         |                    | WENTWORTH                                   |                                                              | 25.5 | 19   | a 3.49                      |                               | 2.21        |  |              |  |
|                |              |              | 57       | 56.7                                                         |                    | AMNICON FALLS                               |                                                              | 22.3 |      | f 3.43                      |                               |             |  |              |  |
| f 9.59         | f 11.05      |              | 59       | 58.5                                                         |                    | CUTTER                                      |                                                              | 19.1 | 8 2  | f 3.37                      |                               | 2.02        |  |              |  |
|                | f 11.11      |              | 61       | 61.5                                                         |                    | PARKDALE                                    |                                                              | 17.3 |      | f 3.34                      |                               |             |  |              |  |
| f 10.14        | f 11.15      |              |          |                                                              |                    | ALLOUEZ                                     |                                                              | 14.3 | 24   | f 3.28                      |                               | 1.46        |  |              |  |
|                | f 11.21      |              |          |                                                              |                    |                                             |                                                              |      |      |                             |                               |             |  |              |  |
|                |              |              |          |                                                              |                    |                                             |                                                              |      |      |                             |                               |             |  |              |  |
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|                |              |              |          |                                                              |                    |                                             |                                                              |      |      |                             |                               |             |  |              |  |
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|                |              |              |          |                                                              |                    |                                             |                                                              |      |      |                             |                               |             |  |              |  |
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|                |              |              |          |                                                              |                    |                                             |                                                              |      |      |                             |                               |             |  |              |  |
|                |              |              |          |                                                              |                    |                                             |                                                              |      |      |                             |                               |             |  |              |  |
|                |              |              |          |                                                              |                    |                                             |                                                              |      |      |                             |                               |             |  |              |  |
|                |              |              |          |                                                              |                    |                                             |                                                              |      |      |                             |                               |             |  |              |  |
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|                |              |              |          |                                                              |                    |                                             |                                                              |      |      |                             |                               |             |  |              |  |
|                |              |              |          |                                                              |                    |                                             |                                                              |      |      |                             |                               |             |  |              |  |
|                |              |              |          |                                                              |                    |                                             |                                                              |      |      |                             |                               |             |  |              |  |
|                |              |              |          |                                                              |                    |                                             |                                                              |      |      |                             |                               |             |  |              |  |
|                |              |              |          |                                                              |                    |                                             |                                                              |      |      |                             |                               |             |  |              |  |
|                |              |              |          |                                                              |                    |                                             |                                                              |      |      |                             |                               |             |  |              |  |
|                |              |              |          |                                                              |                    |                                             |                                                              |      |      |                             |                               |             |  |              |  |
|                |              |              |          |                                                              |                    |                                             |                                                              |      |      |                             |                               |             |  |              |  |
|                |              |              |          |                                                              |                    |                                             |                                                              |      |      |                             |                               |             |  |              |  |
|                |              |              |          |                                                              |                    |                                             |                                                              |      |      |                             |                               |             |  |              |  |
|                |              |              |          |                                                              |                    |                                             |                                                              |      |      |                             |                               |             |  |              |  |
|                |              |              |          |                                                              |                    |                                             |                                                              |      |      |                             |                               |             |  |              |  |
|                |              |              |          |                                                              |                    |                                             |                                                              |      |      |                             |                               |             |  |              |  |
|                |              |              |          |                                                              |                    |                                             |                                                              |      |      |                             |                               |             |  |              |  |
|                |              |              |          |                                                              |                    |                                             |                                                              |      |      |                             |                               |             |  |              |  |
|                |              |              |          |                                                              |                    |                                             |                                                              |      |      |                             |                               |             |  |              |  |
|                |              |              |          |                                                              |                    |                                             |                                                              |      |      |                             |                               |             |  |              |  |
|                |              |              |          |                                                              |                    |                                             |                                                              |      |      |                             |                               |             |  |              |  |
|                |              |              |          |                                                              |                    |                                             |                                                              |      |      |                             |                               |             |  |              |  |
|                |              |              |          |                                                              |                    |                                             |                                                              |      |      |                             |                               |             |  |              |  |
|                |              |              |          |                                                              |                    |                                             |                                                              |      |      |                             |                               |             |  |              |  |
|                |              |              |          |                                                              |                    |                                             |                                                              |      |      |                             |                               |             |  |              |  |
|                |              |              |          |                                                              |                    |                                             |                                                              |      |      |                             |                               |             |  |              |  |
|                |              |              |          |                                                              |                    |                                             |                                                              |      |      |                             |                               |             |  |              |  |
|                |              |              |          |                                                              |                    |                                             |                                                              |      |      |                             |                               |             |  |              |  |
|                |              |              |          |                                                              |                    |                                             |                                                              |      |      |                             |                               |             |  |              |  |
|                |              |              |          |                                                              |                    |                                             |                                                              |      |      |                             |                               |             |  |              |  |
|                |              |              |          |                                                              |                    |                                             |                                                              |      |      |                             |                               |             |  |              |  |
|                |              |              |          |                                                              |                    |                                             |                                                              |      |      |                             |                               |             |  |              |  |
|                |              |              |          |                                                              |                    |                                             |                                                              |      |      |                             |                               |             |  |              |  |
|                |              |              |          |                                                              |                    |                                             |                                                              |      |      |                             |                               |             |  |              |  |
|                |              |              |          |                                                              |                    |                                             |                                                              |      |      |                             |                               |             |  |              |  |
|                |              |              |          |                                                              |                    |                                             |                                                              |      |      |                             |                               |             |  |              |  |
|                |              |              |          |                                                              |                    |                                             |                                                              |      |      |                             |                               |             |  |              |  |
|                |              |              |          |                                                              |                    |                                             |                                                              |      |      |                             |                               |             |  |              |  |
|                |              |              |          |                                                              |                    |                                             |                                                              |      |      |                             |                               |             |  |              |  |
|                |              |              |          |                                                              |                    |                                             |                                                              |      |      |                             |                               |             |  |              |  |
|                |              |              |          |                                                              |                    |                                             |                                                              |      |      |                             |                               |             |  |              |  |
|                |              |              |          |                                                              |                    |                                             |                                                              |      |      |                             |                               |             |  |              |  |
|                |              |              |          |                                                              |                    |                                             |                                                              |      |      |                             |                               |             |  |              |  |
|                |              |              |          |                                                              |                    |                                             |                                                              |      |      |                             |                               |             |  |              |  |
|                |              |              |          |                                                              |                    |                                             |                                                              |      | </   |                             |                               |             |  |              |  |

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

|  |          |           |     |    |      |    |        |    |     |      |          |  |          |  |  |
|--|----------|-----------|-----|----|------|----|--------|----|-----|------|----------|--|----------|--|--|
|  |          | A 12.01PM | WCO | WE | 75.8 | DU | DULUTH | DN | 0.0 | Yard | L 2.50PM |  |          |  |  |
|  |          |           | TY  | 71 |      |    |        |    |     |      |          |  |          |  |  |
|  | Ex. Sun. | Daily     |     |    |      |    |        |    |     |      | Daily    |  | Ex. Sun. |  |  |
|  | 3.30     | 2.10      |     |    |      |    |        |    |     |      | 2.10     |  | 3.14     |  |  |
|  | 18.0     | 29.2      |     |    |      |    |        |    |     |      | 29.2     |  | 19.5     |  |  |
|  |          |           |     |    |      |    |        |    |     |      |          |  |          |  |  |

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

SPECIAL INSTRUCTIONS, PAGES 6, 7 AND 8.

## EASTWARD

**BETWEEN CENTRAL AVE. AND DULUTH TRAINS WILL BE GOVERNED BY DULUTH AND SUPERIOR TERMINALS TIME TABLE.**

**EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.**  
**AUTOMATIC BLOCK BETWEEN CARLTON AND CENTRAL AVENUE.** **DOUBLE TRACK BETWEEN STATE LINE AND ANTON.**  
**SPECIAL INSTRUCTIONS, PAGES 6, 7 AND 8.**



## WESTWARD

THIRD SUB-DIVISION  
(MAIN LINE)

## EASTWARD

| THIRD CLASS                                                                                              |                    |                     | SECOND CLASS              |                         | FIRST CLASS   |           |              | Time Table No. 62A                     |        |       |       | FIRST CLASS                                 |                  |       | SECOND CLASS |                                   | THIRD CLASS |                           |                         |                      |                    |                      |                    |
|----------------------------------------------------------------------------------------------------------|--------------------|---------------------|---------------------------|-------------------------|---------------|-----------|--------------|----------------------------------------|--------|-------|-------|---------------------------------------------|------------------|-------|--------------|-----------------------------------|-------------|---------------------------|-------------------------|----------------------|--------------------|----------------------|--------------------|
| 727                                                                                                      | 723                | 721                 | 625                       | 627                     | 61            | 67        | 65           | November 29, 1931<br>Succeeding No. 62 |        |       |       |                                             |                  |       | 66           | 62                                | 68          | 626                       | 628                     | 724                  | 722                | 728                  |                    |
| Way Freight                                                                                              | Way Freight        | Way Freight         | C. M. St. P. & P. Freight | Freight                 | Passenger     | Passenger | Passenger    | STATIONS                               |        |       |       |                                             |                  |       | Passenger    | Passenger                         | Passenger   | C. M. St. P. & P. Freight | Freight                 | Way Freight          | Way Freight        | Way Freight          |                    |
| Mon. Wed. and Fri.                                                                                       | Mo., Wed. and Fri. | Tue. Thur. and Sat. | Daily                     | Daily                   | Ex. Sun.      | Ex. Sun.  | Daily        | Telegraph Offices and Calls            |        |       |       |                                             |                  |       | Daily        | Ex. Sun.                          | Ex. Sun.    | Daily                     | Daily                   | Tue., Thur. and Sat. | Mon. Wed. and Fri. | Tue., Thur. and Sat. |                    |
|                                                                                                          |                    |                     |                           | L 8.00PM                | L 8.00AM      |           | L 11.30PM    | WCY OT                                 | WB-71  | 0.0   | DU    | DULUTH                                      | DN               | 140.4 | Yard         | A 6.30AM                          | A 1.20PM    |                           | A 5.30AM                |                      |                    |                      |                    |
| BETWEEN DULUTH AND WEST DULUTH JCT. TRAINS WILL BE GOVERNED BY DULUTH AND SUPERIOR TERMINALS TIME TABLE. |                    |                     |                           |                         |               |           |              |                                        |        |       |       |                                             |                  |       |              |                                   |             |                           |                         |                      |                    |                      |                    |
| L 5.45AM                                                                                                 |                    |                     |                           | L 8.20PM                | L 8.13AM      |           |              | Via Superior and 2nd Sub-division      | WYX    | L5    | 4.9   | WEST DULUTH JCT.                            | P                | 135.5 |              | Via 2nd Sub-division and Superior | A 1.07PM    |                           | A 4.45AM                | A 4.55AM             |                    |                      | A 2.12PM           |
| 5.50                                                                                                     |                    |                     |                           |                         | f 8.18        |           |              |                                        |        | L8    | 7.7   | SMITHVILLE                                  |                  | 132.7 | S 7          |                                   | f 1.00      |                           |                         |                      |                    |                      | 2.06               |
| 6.00                                                                                                     |                    |                     |                           |                         | 8.38          | f 8.25    |              |                                        |        | L11   | 11.3  | SHORT LINE PARK                             | P                | 129.1 | 33           |                                   | f 12.52     |                           | 4.20                    | 4.36                 |                    |                      | 1.57               |
| 6.12                                                                                                     |                    |                     |                           |                         | 8.51          | f 8.33    |              |                                        |        | L16   | 16.1  | BROWNELL                                    | P                | 124.3 | 44           |                                   | f 12.44     |                           | 4.05                    | 4.22                 |                    |                      | 1.45               |
| 6.20                                                                                                     |                    |                     |                           |                         | 9.00          | s 8.39    |              |                                        |        | L19   | 19.3  | THOMSON                                     | P                | 121.1 | 27           | f 12.37                           |             | 3.50                      | 4.10                    |                      |                    | 1.35                 |                    |
| A 6.25AM                                                                                                 | L 5.45AM           |                     | L 10.05PM                 |                         | 9.05          | s 8.42    |              | L 1.03AM                               | WCO YX | L21   | 20.9  | UN CARLTON                                  | DN               | 119.5 | Yard         | A 4.48AM                          | s 12.32     |                           | 3.45                    | 4.05                 | A 1.05PM           |                      | L 1.30PM           |
|                                                                                                          | f 5.57             |                     | 10.20                     |                         | 9.50          | 8.53      |              | 1.14                                   |        | L26   | 26.9  | 2nd Sub-Div. and G. N. Crossing Interlocked | OTTER CREEK      | P     | 113.5        | 76                                | 4.37        | 12.20                     | 3.15                    | 3.40                 | f 12.53            |                      |                    |
|                                                                                                          | f 5.59             |                     |                           |                         |               | f 8.55    |              | f 1.16                                 |        | L28   | 28.4  | 1.5                                         | ATKINSON         | P     | 112.0        | 11                                | f 4.33      | f 12.17                   |                         |                      | f 12.50            |                      |                    |
|                                                                                                          | s 6.15             |                     | 10.35                     | 10.03                   | s 9.03        |           |              | f 1.24                                 |        | L33   | 32.7  | 6.0                                         | MA MAHTOWA       | DP    | 107.7        | 99                                | f 4.24      | s 12.09PM                 | 2.55                    | 3.20                 | s 12.40            |                      |                    |
|                                                                                                          | s 6.35             |                     | 10.50                     | 10.15                   | s 9.14        |           |              | f 1.36                                 |        | L39   | 38.7  | 6.0                                         | BM BARNUM        | DP    | 101.7        | 77                                | f 4.12      | s 11.58AM                 | 2.35                    | 3.00                 | s 12.20PM          |                      |                    |
|                                                                                                          | s 7.15             |                     | 11.02                     | 10.40                   | s 9.23        |           |              | s 1.48                                 | WX     | L43   | 43.2  | 4.5                                         | MU MOOSE LAKE    | DN    | 97.2         | 100                               | s 4.02      | s 11.50 724               | 2.20                    | 2.45                 | s 11.50AM 62       |                      |                    |
|                                                                                                          | s 7.35             |                     | 11.14                     | 10.53                   | s 9.35        |           |              | f 2.00 628                             |        | L49   | 49.2  | 6.0                                         | SG STURGEON LAKE | DP    | 91.2         | 71                                | f 3.46      | s 11.39                   | 2.00 65                 | 2.25                 | s 11.05            |                      |                    |
|                                                                                                          | s 7.55             |                     | 11.24                     | 11.01                   | s 9.43        |           |              | f 2.10 628                             |        | L54   | 53.7  | 4.5                                         | WR WILLOW RIVER  | DP    | 86.7         | 86                                | f 3.36      | s 11.31                   | 1.37 65                 | 2.10 65              | s 10.52            |                      |                    |
|                                                                                                          | f 8.05             |                     | 11.34                     | 11.08                   | s 9.50        |           |              | s 2.18                                 |        | L58   | 57.6  | 3.9                                         | RUTLEDGE         | P     | 82.8         | 50                                | s 3.27      | s 11.24                   | 1.27 65                 | 1.49 65              | f 10.37            |                      |                    |
|                                                                                                          | s 8.30             |                     | 11.49                     | 11.23                   | s 9.59        |           |              | f 2.28                                 |        | L62   | 62.7  | 5.1                                         | FY FINLAYSON     | DP    | 77.7         | 102                               | f 3.17      | s 11.15                   | 1.15                    | 1.37                 | s 10.20            |                      |                    |
|                                                                                                          | s 8.40             |                     | 11.59PM                   | 11.31                   | s 10.05 724   |           |              | s 2.36                                 | W      | L66   | 66.1  | 3.4                                         | MR GRONINGEN     | NP    | 74.3         | 76                                | s 3.09      | s 11.09                   | 1.05                    | 1.27                 | s 10.05 61         |                      |                    |
|                                                                                                          | f 8.50             |                     | 12.10AM                   | 11.41                   | s 10.13       |           |              | f 2.44                                 |        | L71   | 70.8  | 4.7                                         | FRIESLAND        | P     | 69.6         | 91                                | f 3.01      | s 11.02                   | 12.50                   | 1.15                 | f 9.45             |                      |                    |
|                                                                                                          | 9.50               | L 7.15AM            | 12.25 1.05 628-629        | 11.52PM 12.37AM 628-629 | s 10.23       |           |              | s 2.52 60                              | WCY X  | L76   | 75.6  | 4.8                                         | HN HINCKLEY      | DN    | 64.8         | W 106 E 117                       | s 2.52 65   | s 10.53                   | 12.30AM 11.54PM 627-625 | 1.00 12.19AM 627-625 | s 9.30             | A 12.45PM            |                    |
|                                                                                                          |                    |                     |                           |                         | f 10.29       |           |              | f 3.12                                 |        | L79   | 78.8  | 3.2                                         | MISSION CREEK    |       | 61.6         | S 8                               | f 2.36      | f 10.45                   |                         |                      |                    |                      |                    |
|                                                                                                          | s 10.07            | s 7.35              | 1.25                      | 12.55                   | s 10.37 62    |           |              | f 3.22                                 |        | L83   | 82.9  | 4.1                                         | RN BEROUN        | DP    | 57.5         | 76                                | f 2.29      | s 10.37 61                | 11.30                   | 11.59PM              | s 8.15             | s 12.25              |                    |
|                                                                                                          | s 10.23            | s 8.00 724          | 1.42                      | 1.12                    | s 10.46 723   |           |              | s 3.34                                 | X      | L89   | 88.7  | 5.8                                         | J PINE CITY      | DNP   | 51.7         | 75                                | s 2.18      | s 10.28 723               | 11.16                   | 11.45                | s 8.00 721         | s 12.05PM            |                    |
|                                                                                                          | s 10.46 61-62      | s 8.35              | 2.04 66                   | 1.25                    | s 10.54       |           |              | f 3.44                                 |        | L94   | 93.4  | 4.7                                         | RK ROCK CREEK    | DP    | 47.0         | 77                                | f 2.04 625  | s 10.20                   | 11.05                   | 11.34                | s 7.38             | s 11.47AM            |                    |
|                                                                                                          | s 11.05            | s 9.40              | 2.24 66                   | 1.52 66                 | s 11.03 722   |           |              | s 3.55                                 | WYX    | L99   | 98.5  | 5.1                                         | RC RUSH CITY     | DNP   | 41.9         | W 77 E 77                         | s 1.52 627  | s 10.12                   | 10.55                   | 11.23                | s 7.25             | s 11.20 61-723       |                    |
|                                                                                                          | s 11.20 722        |                     |                           |                         |               |           |              | f 4.10                                 |        | L106  | 105.4 | 6.9                                         | HA HARRIS        | DP    | 35.0         | 74                                | f 1.37      | s 10.01 721               | 10.39                   | 11.09                | s 7.00             | s 10.35              |                    |
|                                                                                                          | s 11.40            | s 10.01 62          | 2.40                      | 2.08                    | s 11.15       |           |              |                                        |        |       |       |                                             |                  |       |              |                                   |             |                           |                         |                      |                    |                      |                    |
|                                                                                                          | s 11.58AM          | s 10.40             | 2.58                      | 2.20                    | s 11.24       |           |              | f 4.21                                 | X      | L111  | 110.5 | 5.1                                         | CH NORTH BRANCH  | DP    | 29.9         | W 60 E 78                         | f 1.25      | s 9.52                    | 10.25                   | 10.58                | s 6.45             | s 10.20              |                    |
|                                                                                                          | s 12.15PM          | s 11.00             | 3.15                      | 2.40                    | s 11.38       |           |              | f 4.38                                 |        | L119  | 118.4 | 7.9                                         | CA STACY         | DP    | 22.0         | 78                                | s 1.11      | s 9.38                    | 10.03                   | 10.45                | s 6.32             | s 9.56               |                    |
|                                                                                                          | s 12.39            | f 11.20             | 3.30                      | 2.55                    | s 11.46       | L 6.41AM  | s 4.47       | WYX                                    | L123   | 122.6 | 4.2   | WI WYOMING                                  | DNP              | 17.8  | W 77 E 90    | s 1.03                            | s 9.31 722  | A 6.23PM                  | 9.51                    | 10.35                | s 6.20             | s 9.31 62            |                    |
|                                                                                                          | s 12.55            | f 11.40AM           | 3.45                      | 3.10                    | s 11.54AM     | s 6.49    | f 4.56       |                                        |        | L127  | 126.8 | 4.2                                         | ST FOREST LAKE   | DP    | 13.6         | 100                               | f 12.55     | s 9.24                    | s 6.15                  | 9.39                 | 10.25              | s 6.00               | s 9.19             |
|                                                                                                          |                    |                     |                           |                         | f 6.55        |           |              |                                        |        | L131  | 130.5 | 3.7                                         | GAREN            |       | 9.9          | 9                                 |             | f 6.08                    |                         |                      |                    |                      |                    |
|                                                                                                          | s 1.15             | f 12.01PM           | 4.10                      | 3.35                    | s 12.09PM     | s 7.03    | f 5.14       |                                        |        | L135  | 135.2 | 4.7                                         | VN HUGO          | DP    | 5.2          | 78                                | f 12.40     | s 9.09                    | s 5.59                  | 9.15                 | 10.11              | s 5.40               | s 8.46             |
|                                                                                                          | s 1.25             | f 12.10             | 4.25                      | 3.47                    | s 12.17       | s 7.10    | 5.23         |                                        |        | L140  | 139.4 | 4.2                                         | JN BALD EAGLE    | DP    | 1.0          | 61                                | 12.33       | s 9.02                    | s 5.50                  | 9.03                 | 10.03              | s 5.27               | s 8.30             |
|                                                                                                          | A 1.30PM           | A 12.15PM 61        | A 4.30AM                  | A 4.00AM                | A 12.20PM 721 | A 7.12AM  | A 5.25AM 724 | WCT XY                                 | L141   | 140.4 | 1.0   | Soo Line Crossing Interlocked               | WB WHITE BEAR    | DN    | 0.0          | Yard                              | L 12.30AM   | L 9.00AM                  | L 5.48PM 61             | L 9.00PM             | L 10.00PM          | L 5.25AM 65          | L 8.25AM           |
| Mon. Wed. and Fri.                                                                                       | Mo., Wed. and Fri. | Tue. Thur. and Sat. | Daily                     | Daily                   | Ex. Sun.      | Ex. Sun.  | Daily        |                                        |        |       |       |                                             |                  |       |              |                                   | Daily       | Ex. Sun.                  | Ex. Sun.                | Daily                | Daily              | Tue., Thur. and Sat. | Mon. Wed. and Fri. |
| .40                                                                                                      | 7.22               | 5.00                | 5.45                      | 6.25                    | 4.07          | .31       | 4.22         |                                        |        |       |       |                                             |                  |       |              |                                   | 4.18        | 4.07                      | .35                     | 7.09                 | 6.14               | 7.40                 | 3.55               |
| 24.0                                                                                                     | 16.2               | 12.9                | 21.0                      | 21.1                    | 32.9          | 34.4      | 27.3         |                                        |        |       |       |                                             |                  |       |              |                                   | 27.8        | 32.9                      | 30.5                    | 18.4                 | 21.7               | 15.6                 | 16.3               |

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 6, 7 AND 8.

| WESTWARD             |                            |                             | FIFTH SUB-DIVISION<br>(CLOQUET BRANCH)                        |                  |                               |                                                              |          |                            | EASTWARD                    |              |  |
|----------------------|----------------------------|-----------------------------|---------------------------------------------------------------|------------------|-------------------------------|--------------------------------------------------------------|----------|----------------------------|-----------------------------|--------------|--|
| SECOND CLASS         |                            |                             | Water, Fuel, Seales,<br>Turn Tables, Wyca<br>and Yard Limits. | Station Numbers. | Distance from<br>Carlton.     | Time Table No. 62A<br>November 29, 1931<br>Succeeding No. 62 |          | Distance from<br>Cloquet.  | Car Capacity<br>of Sidings. | SECOND CLASS |  |
| 99                   | 97                         | STATIONS                    |                                                               |                  |                               | 98                                                           | 100      |                            |                             |              |  |
| Mixed                | Mixed                      |                             |                                                               |                  |                               | Mixed                                                        | Mixed    |                            |                             |              |  |
| Ex. Sun.             | Ex. Sun.                   | Telegraph Offices and Calls |                                                               |                  |                               | Ex. Sun.                                                     | Ex. Sun. |                            |                             |              |  |
|                      |                            |                             |                                                               |                  |                               |                                                              |          |                            |                             |              |  |
| L 3.55 <sup>PM</sup> | L 6.55 <sup>AM</sup>       | WCO                         | 86                                                            | 0.0              | UN.....CARLTON.....DN         | 5.8                                                          | Yard     | A 7.45 <sup>AM</sup>       | A 5.00 <sup>PM</sup>        |              |  |
| f 4.05               | f 7.05                     | YX                          | LC4                                                           | 3.1              | .....3.1<br>.....SCANLON..... | 2.7                                                          |          | f 7.35                     | f 4.48                      |              |  |
| A 4.15 <sup>PM</sup> | A 7.15 <sup>AM</sup><br>98 | WO                          | LC7                                                           | 5.8              | CO.....CLOQUET.....D          | 0.0                                                          | Yard     | L 7.25 <sup>AM</sup><br>97 | L 4.40 <sup>PM</sup>        |              |  |
| Ex. Sun.             | Ex. Sun.                   |                             |                                                               |                  |                               |                                                              |          | Ex. Sun.                   | Ex. Sun.                    |              |  |
| .20                  | .20                        |                             |                                                               |                  | Time Over Subdivision         |                                                              |          | .20                        | .20                         |              |  |
| 17.4                 | 17.4                       |                             |                                                               |                  | Average Speed Per Hour        |                                                              |          | 17.4                       | 17.4                        |              |  |

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

# WESTWARD

# SEVENTH SUB-DIVISION

## (TAYLORS FALLS BRANCH)

# EASTWARD

| SECOND CLASS |           | FIRST CLASS |           | Water, Fuel, Seales,<br>Turn Tables, Wyes<br>and Yard Limits. | Station Numbers.         | Distance from<br>Taylors Falls. | Time Table No. 62A<br>November 29, 1931<br>Succeeding No. 62 |           | Distance from<br>Wyoming. | Car Capacity<br>of Sidings. | FIRST CLASS |  | SECOND CLASS |  |
|--------------|-----------|-------------|-----------|---------------------------------------------------------------|--------------------------|---------------------------------|--------------------------------------------------------------|-----------|---------------------------|-----------------------------|-------------|--|--------------|--|
| 725          | 71        | 67          | STATIONS  |                                                               |                          |                                 | 72                                                           | 68        |                           |                             | 726         |  |              |  |
| Mixed        | Passenger | Passenger   | Passenger |                                                               |                          |                                 | Passenger                                                    | Mixed     |                           |                             |             |  |              |  |
| Ex. Sun.     | Ex. Sun.  | Ex. Sun.    | Ex. Sun.  |                                                               |                          |                                 | Ex. Sun.                                                     | Ex. Sun.  |                           |                             |             |  |              |  |
| L 7.40AM     | L 10.40AM | L 5.50AM    | WTX       | 0.0                                                           | ---TAYLORS FALLS YARD--- | 20.2                            | Yard                                                         | A 10.16AM | A 7.18PM                  | A 1.35PM                    |             |  |              |  |
| s 7.43       | s 10.42   | s 6.00      | LF21      | 0.7                                                           | FA---TAYLORS FALLS---D   | 19.5                            | 9                                                            | s 10.14   | s 7.13                    | s 1.32                      |             |  |              |  |
| s 7.52       | f 10.47   | f 6.05      | LF17      | 3.1                                                           | ---FRANCONIA---          | 17.1                            |                                                              | f 10.09   | f 7.05                    | s 1.22                      |             |  |              |  |
| s 8.05       | s 10.53   | s 6.12      | LF14      | 6.2                                                           | SF---SHAFERS---D         | 14.0                            | 40                                                           | s 10.03   | s 6.56                    | s 1.09                      |             |  |              |  |
| s 8.18       | s 10.59   | s 6.19      | LF10      | 9.6                                                           | CN---CENTRE CITY---D     | 10.6                            | 28                                                           | s 9.57    | s 6.48                    | s 12.55                     |             |  |              |  |
| s 8.24       | s 11.02   | s 6.22      | LF9       | 11.3                                                          | MC---LINDSTROM---D       | 8.9                             | 28                                                           | s 9.54    | s 6.43                    | s 12.48                     |             |  |              |  |
| s 8.36       | s 11.08   | s 6.28      | LF6       | 13.9                                                          | GO---CHISAGO CITY---D    | 6.3                             | 37                                                           | s 9.48    | s 6.37                    | s 12.37                     |             |  |              |  |
| A 9.00AM     | A 11.21AM | As 6.41AM   | WYX       | 11.23                                                         | WI---WYOMING---DN        | 0.0                             | 167                                                          | L 9.35AM  | L 6.23PM                  | L 12.10PM                   |             |  |              |  |
| Ex. Sun.     | Ex. Sun.  | Ex. Sun.    |           |                                                               |                          |                                 |                                                              | Ex. Sun.  | Ex. Sun.                  | Ex. Sun.                    |             |  |              |  |
| 1.20         | .41       | .51         |           |                                                               | Time Over Subdivision    |                                 |                                                              | .41       | .55                       | 1.25                        |             |  |              |  |
| 15.2         | 29.5      | 23.7        |           |                                                               | Average Speed Per Hour   |                                 |                                                              | 29.5      | 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. 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 20, 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 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: Engines, Classes W, W-1, W-2 and W-4 eight (8) miles per hour. 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. 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 Mile Post 13, 35 miles per hour, on curves 25 miles per hour. Mile Post 13 to Ashland, 25 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. 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              | 4            |
| Bellwood..... | 35.8              | 8            |
| Maple.....    | 31.8              | 5            |
| Cutter.....   | 19.1              | 2            |

## SECOND SUBDIVISION.

## (MAIN LINE.)

- 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 Depot will be used as "Westward Siding." The Siding west of the Depot will be used as "Eastward Siding." Following whistle signals govern movement of trains through Interlocking Plant. ONE LONG For Northern Pacific and Soo Line main tracks. ONE LONG & ONE SHORT From Northern Pacific and Soo Line to West of wye. ONE SHORT & ONE LONG From Northern Pacific and Soo Line to East wye. FOUR SHORT To and from Interchange Track and West wye. TWO SHORT & ONE LONG For all movements on Northern Pacific Eastward Siding.
- At Aitkin**—The South Siding will be used as "Eastward Siding." The North Siding will be used as "Westward Siding."
- At Deerwood**—Tracks between Deerwood and Orlands are a part of Deerwood Yard. Capacity, 117 cars.
- At Loerch**—Tracks between Loerch and Omaha Mine are a part of Loerch Yard. Capacity 22 cars.
- At Brainerd**—Connection with the Minnesota & International Railway just west of the Mississippi River Bridge is governed by automatic block signals.
- At M. & I. Junction**—Nos. 32 and 34 when more than fifteen (15) minutes late, and second class and inferior trains from the M. & I. Railway will telephone the operator at Brainerd for necessary information before occupying Northern Pacific main track.
- At Motley**—The South Siding will be used as "Eastward Siding". The North Siding will be used as "Westward Siding".
- 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 Iverson to 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 engine 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-3 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 and Wrenshall Brick Yards 1 and 2. Twenty (20) miles per hour over High Bridge 9.1, one-half mile West of Great Northern Tower at Central Avenue. Enginemen avoid using automatic brakes over this bridge except in case of emergency. Wrenshall.....Wrenshall Brick Yards 1 & 2. Carlton.....Zenith Gravel Pit Track. Tamarack.....Stock 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 St., also Highway No. 2 West M. and I. Jct. At Aitkin, 15 miles per hour through village. At Carlton, All Trains fifteen (15) miles per hour over diamond switches at the Interlocking Plant, except straight through movement via Third Sub-Division.
- 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.
- Clearance Exceptions**—At M. & I. Junction, Nos. 32 and 34 will not require clearance.
- Bulletin Stations**—Duluth Passenger Depot. Duluth Yard Office. Duluth Round House. Carlton. Brainerd Passenger Depot. Staples Passenger Depot. Staples Yard Office. Staples Round House.
- Standard Time Clocks**—Duluth Passenger Depot. Carlton. Staples Passenger Depot. 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. L. J. Howatt.....Superior, 1313 Tower Ave. M. N. Berg.....Carlton. C. L. Burnett.....Brainerd. Jesse L. Cross.....Staples.
- Derail Switches**—Sawyer.....East End North Siding. Wright.....West End Loading Track. McGregor.....West End Transfer Track. Aitkin.....East End House Track. Deerwood.....East End Storage Track. Loerch.....East End Omaha Mine Spur.
- Commercial Spurs**—

|                             | Miles from Duluth | Car Capacity |
|-----------------------------|-------------------|--------------|
| Zenith Gravel Pit Spur..... | 30.2              | 30           |
| Grass Twine Spur.....       | 72.6              | 5            |

## THIRD SUBDIVISION.

## (MAIN LINE.)

- Pusher Districts**—West Duluth to Otter Creek.
- At West Duluth Jct.**—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 Jct., 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 146.1, Dwarf Signal 146.3, Home Signal 146.0, Dwarf Signal 146.2, Dwarf Signal 146.4, Signal 145.8 and Home Signal 146.6 are all Interlocking Signals and rules governing Interlocking apply. Trains finding Eastward Signal 146.0 and Westward 146.1 or Dwarf Signal 146.3 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 to insure holding that portion of train left on descending grade. 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)
- 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 caboose only. At Carlton—Trains must not exceed a speed of fifteen (15) miles per hour over diamond switches at the Interlocking plant except straight thru movement via 3rd Subdivision.
- Bridge and Engine 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 White Bear. Nos. 67, 68 will stop on signal at Collette.
- Register Stations**—West Duluth. Carlton. Hinckley. For trains terminating 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 Depot, Yard Office and Round House. Carlton. Hinckley. White Bear. St. Paul, Miss. St. Yard Office and Round House.
- Standard Time Clocks**—Duluth Passenger Depot. Hinckley. Rush City. Carlton. White Bear.
- Watch Inspectors**—H. Hendrickson.....Duluth, 416 West Superior St. E. E. Esterly.....Duluth, 1919 West Superior St.
- Derail Switches**—Friesland.....West End Loading Track. Short Line Park.....East End Siding. Mission Creek.....West End 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. 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           |
| Garen Siding.....                                       | 130.7             | 8            |



ALL SUBDIVISIONS.

(IRON TON BRANCH.)

- MINE SPURS—CUYUNA RANGE.**

(CLOQUET BRANCH.)

- (GRANSTBURG BRANCH.)

- (TAYLORS FALLS BRANCH.)**

- LOCATION OF STRETCHERS (S)**

## SPECIALISTS

## NOTES

## LOCAL SURGEONS

| LOCAL SURGEONS                                    | Office Telephone | Residence Telephone      |
|---------------------------------------------------|------------------|--------------------------|
| Room 320, Genl. Office Bldg., St. Paul (s).       | Cedar 2340       | .....                    |
| 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, 1727 Med. Arts Bldg., Mpls.   |                  |                          |
| DR. R. R. CRANMER, 1423 Med. Arts Bldg., Mpls.    |                  |                          |
| DR. F. R. GRATZEK, Minneapolis.....               |                  |                          |
| E. Minneapolis (s).                               |                  |                          |
| Minneapolis Car Foreman's Office (s).             |                  |                          |
| Minneapolis Tool Car (s).                         |                  |                          |
| Minneapolis Northtown Transfer (s).               |                  |                          |
| DR. J. H. McCLANAHAN, White Bear (s).....         | 217 J-1          | 217 J-2                  |
| DR. T. S. McCLANAHAN, White Bear.....             | 217 J-1          | 217 J-3                  |
| DR. W. R. HUMPHRY, Stillwater.....                | 33               | 167                      |
| Wyoming (s).                                      |                  |                          |
| DR. J. A. POIRIER, Forest Lake.....               | 29-2             | 29-3                     |
| DR. G. E. SCHOOFS, North Branch.....              | 94-W             | 94-J                     |
| DR. ALF. K. STRATTE, Pine City.....               | 186-W            | 186-J                    |
| DR. A. E. HOLMES, Rush City (s).....              | 57               | 57                       |
| DR. C. P. TRUOG, Lindstrom.....                   |                  |                          |
| DR. A. O. FLOM, Chisago City.....                 | 75               | 95                       |
| DR. V. G. HESELTINE, Taylors Falls.....           | 175-2            | 175-3                    |
| DR. E. I. BUNKER, Grantsburg.....                 | 2-W              | 2-J                      |
| DR. C. O. LINDBERG, Grantsburg.....               | 47               | 47                       |
| DR. E. L. STEPHAN, Hinckley (s).....              | 13               | 13                       |
| DR. W. C. EHMKE, Willow River.....                | 38               | 11                       |
| DR. THOMAS MOE, Moose Lake.....                   | 7                | 135                      |
| DR. J. D. GILBERT, Carlton (s).....               | 95               | 95                       |
| DR. ALBERT STUART, Cloquet (s).....               | 135-J            | 135-M                    |
| DR. C. H. CHRISTIANSEN, Superior.....             |                  |                          |
| DR. W. H. SCHNELL, 28 Columbia Bldg., Superior..  | Broad 65         | Broad 532                |
| DR. F. C. SARAZIN, 28 Columbia Bldg., Superior... | Broad 65         | Broad 192                |
| DR. A. L. KYLLO, Superior.....                    | Broad 1458-R1    | North 161                |
| Superior Freight Station (s).                     |                  |                          |
| Central Avenue (s).                               |                  |                          |
| East End Station (s).                             |                  |                          |
| DR. G. C. MacRAE, 400 Lyceum Bldg., Duluth.....   | Melrose 1089     | Hemlock 3954-W           |
| DR. C. M. SMITH, 400 Lyceum Bldg., Duluth.....    | Melrose 1089     | Hemlock 1955             |
| DR. C. L. HANEY, Sloan Bldg., Duluth.....         | Melrose 458      | Melrose 579              |
| DR. O. E. HEIMARK, Sloan Bldg., Duluth.....       | Melrose 458      | Melrose 1157             |
| Duluth Yard Office at Rice's Point (s).           |                  |                          |
| Dock 2, Duluth (s).                               |                  |                          |
| Dock 6, Duluth (s).                               |                  |                          |
| Duluth Union Depot (s).                           |                  |                          |
| Tool Car, Duluth (s).                             |                  |                          |
| West Duluth (s).                                  |                  |                          |
| DR. M. S. HOSMER, Ashland, Wis. (s).....          | 41               | 27                       |
| DR. F. G. JOHNSON, Iron River, Wis.....           | 96               | 86                       |
| DR. B. W. KELLY, Aitkin, Minn. (s).....           | 2                | Lake Cottage<br>214-J-10 |
| DR. J. J. RATCLIFFE, Aitkin, Minn.....            | 75               | 75                       |
| DR. S. S. SHANNON, Ironton, Minn.....             | 47               | 92                       |
| DR. R. A. BEISE                                   |                  |                          |
| DR. J. A. THABES, Sr. and Jr.                     |                  |                          |
| DR. G. I. BADEAUX                                 |                  |                          |
| DR. L. F. HAWKINSON                               |                  |                          |
| Brainerd Shops (s).                               |                  |                          |
| Brainerd Passenger Station (s).                   |                  |                          |
| DR. F. H. ALLEN, Staples (s).....                 | 56               | 164                      |
| DR. J. M. COOK (Asst.), Staples.....              | 22               | 93-W                     |
| DR. CHAS. REICHELDERFER, Staples.....             |                  |                          |

## SPEED TABLE.

| Time Per Mile | Miles |            |
|---------------|-------|------------|
|               | 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            | ..    | ..         |

## TONNAGE RATING FREIGHT ENGINES.

|                             | Class of Engines |              |       |       |       |       |
|-----------------------------|------------------|--------------|-------|-------|-------|-------|
|                             | E 3 D 2-3        | D 5 and S 10 | T     | W 4   | W     | W 3-5 |
| Westward.                   | Tons             | Tons         | Tons  | Tons  | Tons  | Tons  |
| Ashland to Iron River       | 610              | 800          | 1100  | 1300  | 1500  | ..... |
| Iron River to Central Ave.  | 700              | 800          | 1100  | 1300  | 1500  | ..... |
| Duluth to Sawyer, 2nd S-d   | .....            | 800          | 1150  | 1350  | 1550  | 2250  |
| Sawyer to Brainerd . . .    | .....            | 1600         | 2300  | 2700  | 3200  | 4500  |
| Brainerd to Staples . . .   | .....            | 2000         | 2600  | 3100  | 3800  | 4800  |
| Duluth to Carlton, 3rd S-d  | .....            | 600          | 950   | 1150  | 1200  | 1900  |
| Carlton to Hinckley . . .   | .....            | 1700         | 2300  | 2700  | 3200  | 4500  |
| Hinckley to White Bear      | .....            | 2000         | 2600  | 3000  | 3700  | 4800  |
| Eastward.                   |                  |              |       |       |       |       |
| Staples to Duluth . . . . . | .....            | 2000         | 2650  | 2950  | 3400  | 4800  |
| 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  | 3350  | 3500  |
| Hinckley to Groningen . .   | .....            | 1450         | 1850  | 2250  | 2750  | 3300  |
| Groningen to Duluth . . .   | .....            | 1900         | 2250  | 2550  | 3400  | 4500  |

## MAXIMUM CLEARANCES.

|                                                          | LIMIT OF LOAD MEASUREMENT. |               |               |               |               |               |               |                     |               |                     |               |                     |                |                      |                      |                |                      |                |              |
|----------------------------------------------------------|----------------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------------|---------------|---------------------|---------------|---------------------|----------------|----------------------|----------------------|----------------|----------------------|----------------|--------------|
|                                                          | Height Above Top of Rail.  |               |               |               |               |               |               |                     |               |                     |               |                     |                |                      |                      |                |                      |                |              |
|                                                          | 1 ft.<br>Wide              | 2 ft.<br>Wide | 3 ft.<br>Wide | 4 ft.<br>Wide | 5 ft.<br>Wide | 6 ft.<br>Wide | 7 ft.<br>Wide | 7 ft. 6 in.<br>Wide | 8 ft.<br>Wide | 8 ft. 6 in.<br>Wide | 9 ft.<br>Wide | 9 ft. 6 in.<br>Wide | 10 ft.<br>Wide | 10 ft. 2 in.<br>Wide | 10 ft. 6 in.<br>Wide | 11 ft.<br>Wide | 11 ft. 6 in.<br>Wide | Max.<br>Height | Max<br>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.....         | 18'-11"                    | 18'-11"       | 18'-11"       | 18'-11"       | 18'-11"       | 18'-11"       | 18'-11"       | 18'-11"             | 18'-11"       | 18'-11"             | 18'-11"       | 18'-11"             | 18'-11"        | 18'-11"              | 18'-11"              | 18'-11"        | 18'-11"              | 18'-11"        | 11'-6"       |
| Seventh Sub-division, Taylors Falls Yard to Wyoming..... | 20'-3"                     | 20'-3"        | 20'-3"        | 20'-3"        | 20'-3"        | 20'-3"        | 20'-3"        | 20'-3"              | 20'-3"        | 20'-3"              | 20'-3"        | 20' 3"              | 20'-3"         | 20'-3"               | 20'-3"               | 20'-3"         | 20'-3"               | 20'-3"         | 11'-6"       |
| Deerwood to Oreland .....                                | 20'-3"                     | 20'-3"        | 20'-3"        | 20'-3"        | 20'-3"        | 20'-3"        | 20'-3"        | 20'-3"              | 20'-3"        | 20'-3"              | 20'-3"        | 20'-3"              | 20'-3"         | 20'-3"               | 20'-3"               | 20'-3"         | 20' 3"               | 20' 3"         | 11'-6"       |

F. L. BIRDSALL,  
Asst. Superintendent.

C. T. SPONSEL,  
Asst. Superintendent.

H. J. COUNCILMAN,  
Trainmaster.

GEORGE STEINER,  
Chief Dispatcher.



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