

MESABI DIVISION

TIME TABLE No. 36

EFFECTIVE 12:01 A. M. CENTRAL TIME.

SUNDAY, OCTOBER 29, 1933.

Photographed from the Michael J Denuty Collection by Charles V Mutschler. Converted to PDF by Dean Ogle.

1	WESTW	ARD.					FIRST	SUBD	IVISIO	N—B	ETW	EEN	DULUTH AND CO	DUN	CR	FEK J	MCIIC						THE REAL PROPERTY.	ASTW
RD		SECOND	CLASS.			FI	RST CLAS	ss.		Car	iew m		Time Table No. 36.					FI	RST CLAS	55.			SECOND	CLASS.
55.				407	35	19	23	33	31	Capaci	mberr	80	Effective October 29, 1933.	O. C.	910		36	24	34	20	32	414	408	412
	413 Time	421 Time	Time Freight	Time Freight	Passenger	Passenger	Passenger	Passenger	Passenger		Na Na	and and		qdw	and fr	SIGNS.	Passenger	Passenger	Passenger	Passenger	Passenger	Time Freight	Freight	Freight
	Time Freight	Freight				Dally	Daily	Daily	Daily Ex. Sunday	ding	racks	istan	STATIONS.	eelg	Hatar t. Pa		Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily	Daily	Daily
	Daily	Daily	Daily	Daily	Daily					65	OF W	AA		1	1 100		33-23		A 4.30Pm	A 8.30Pm				
					L 9.00Pm	L 4.00m	L 8.25Am	L 8.15Am			J 13		BRIDGE SWITCH	DU	The same of		7.53	2.18	4.23	8.23				
					9.07	4.07	8.32	8.22	ATOR ST	ATION	30/11	2.29	OVERNED BY NORTH	ERN I	PACIE			-	OR TERM	INALS T	ME TAB	LE.		
			TI	RAINS BE	TWEEN B	RIDGE S	WITCH A	ND ELEV	ATUR SI	ATTOR	WIL		ELEVATOR STATION			THE OWNER OF THE OWNER, WHEN								1600
												3.16	0.97 SUPERIOR	BY	156.75		* 7.45	. 2.10	s 4.15	s 8.15				
					• 9.15	s 4.15	* 8.40	s 8.30		W .		4.13	BELKNAP ST					2.10				A 1.25Am	A 4.00Am	A 5.55M
	L11.30Pm	L 10.30Pm	L 9.45Pm	L 9-15Pm						Yard 3		5.31	0.70	01	154.60	BOOK STATES						7		
				0.40						I ard	100	8.29	2.98		151.65							1.05	340	5.35
	11.44	10.45	PST CLA	9.40 I	S RETWE	EN CENT	TRAL AVE	TOWER	AND BR	IDGE	SWIT	CH W	LL BE GOVERNED BY				C, DULU	TH AND	SUPERIO	R TERM	INALS TI	ME TABLE	E.	
1							THE RESERVE AND ADDRESS OF	8.39				8.60	CENTRAL AVE TOWER	CR	151.31	R IDNPX	7.33	1.58	4.03	8.03		1.03	3.38	5.33
	11.45	10.47	10.12	9.42	9.25	4.24	8.50	0.39					N. P. Ry Crossing											
													M. SL P. & S. M. Crossing		150.50		7.00	1.55	3.59	7.59		12.57	3.32	5.27
	11.51	10.55	10.19	9.49	9.28	4.27	8.53	8.42	10 100 10	Yard	166 J 13	10.33	Seventh Subdivision Junet. Z	В	149.58	IDNPX	7.29	1.00						
	A 11.58Pm	A 11.10Pm	10.26	9.56	A 9.33Pm	4.31	8.57	A 8.47Am	326 8		J 12	25 13.21	BOYLSTON	BF	146.70	R IDNP	L 7.25Am	1.50	L 3.55Pm	7.55		L 12.50Am	3.25	5.20
			10.42	10.12		440	1 9.07			66	13 J 12	21 18.46	5 25		141.4	P		1 1.36		746			3.10	5.00
			10.42	10.12			. 9.17			109			6.17 FOXBORO	во	135.2	P		1 1.26		7.38			2.50	4.40
			All Districts	10.46			1 9.27			70		9 29 94	5.31		129.9	PW		1 1.16		7.30			2.34	4.20
				11.20			9.40	No. of the		110	11 J 10	36.67	NICKERSON	NS	123.2	DNPW		1 1.05		7.20			2.18	4.00
				11.28			. 9.47				12 J (99 40 . 58	DUQUETTE		119.3	3		112.58		7.15		100000	2.09	3.36
	2000			11.35			• 9.52		10000		28 J 9	98 43.12	KERRICK	K	116.7	DP	20000	112.54		7.11	100	200		3.30
15	2007		12.20	11.50	100	5.22	*10.02		-	The Person Name of Street, or other Designation of the least of the le	-	THE RESERVE AND ADDRESS OF THE PERSON NAMED IN	BRUNO	UN	111.0	DP		*12.45		7.03	ACCOUNT NAME OF	30 80		3.05
	- 6/20	ER 25		12 10Am		5.33	*10.17			70	24 J 8	82 57.25	ASKOV	RD	102.6	DP		12.30	10000000	6.51	S 020 SERV	1 10	124	2-30 407-411
	1900		1.00	408-412 12.25 12.55	1999	. 5.46	10.28		L 7.25Am	Yard	391 J 7	76 63.11	5.86 SANDSTONE	NA	96.8	R DNPW		12.20		. 642	A 6.20h		12.35	2.00M 11.20m
			1.55	1.20			*10.42		. 755		90 T 4	87 71 02	HINCKLEY	H	87.9	8 P		s12.05		6.26	s 6.05		12.05	10.58
	100		1.57	1.22		00	10.43		7.56	E 85 W 85	15	72.30	MINCKLEY TOWER N. P. Ry Crossing	нт	87.6	DNP I		12.04Pm		6.25	6.04		12.03km	10-56
							*10.56		- 0.10	150		50 00 14	7.84 BROOK PARK	RK	79 7	D DNP I		*11.52		19 6.15	. 5.47		11.39	10.41
			2.16 A 2.17An	1.42			10.57		A 8.13Am		11 3		BROOK PARK JCT		79.3	The second second		11.51			L 5.46%	THE RESIDENCE		L 10.40h
			V 3.1140	2.00			*11.05		A 0.13Am		14 GA		HENRIETTE		73.9			*11.43		6.03	ACHERICAL PROPERTY		11.24	BARTON STATE
				2.19			s11.14			32	33 GA	49 91 37	ORASSTON	. SA		the latest terminal t		11.34		5.56	The second second		1109	
				240			111.25			55	59 GA	43 96.66	BRAHAM	. RA		5 DP		s11.25		5.49			10.54	
				2.48			*11.31				16 GA	40 100.06	STANCHPIELD		59.8			*11.13		5.45			10.43	
			-	2.55	1000	6.46	*11.37	STORY OF THE PERSON			28 GA	38 102 57	QRANDY	. SD			100	*11.07	13000	5.42	10 12	A CONTRACTOR OF THE PARTY OF TH	10.37	
				3.07		6.54	*11.49	306		99			CAMBRIDGE		52.4	DNPW		*10.58		. 5.36	100	0000	10.23	
				3.19	1999	7.01	*11.59	Para la	-		55 OA	27 118.10	5.64 ISANTI		46.8		100	*10.46	The same of	5.28		1000	10.08	
				3.46		7.08	*12.09Pm			100	50 GA	21 119.13	6.15			8 D PW		*10.35		5.20			9.52	THE RESERVE
				4.01			112.21					15 125.28	5.95		34.6			110.23		5 12			9.35	
				4.16			112.31				18 GA		5.67		28.6	1000		110.14		5.05			9.20	
				A 4.30km			ATTWEEN		DEEK IIII	VCTIO	STREET, SQUARE, SQUARE,	13 136.90	THTOWN WILL BE GO			Y NORT	CONTRACTOR OF THE PARTY OF THE	CIFIC TI		L 4.58A	II.		L 9.00m	
						STREET, SQUARE, SQUARE,	NAME AND ADDRESS OF THE OWNER, WHEN	STATE STREET, SQUARE, SQUARE,	Name and Address of the Owner, where the Owner, which is the Owner, where the Owner, which is the Owner, where the Owner, which is the Owner, whi	MEAN CHANGE	-	SHAPE OF REAL PROPERTY.	WILL BE GOVERNED I				Name and Address of the Owner, where	NAME OF TAXABLE PARTY.						
								WEER NO	KINIOW	N AN	51.		ST. PAUL				I			L 4000				
	.28	.40	4.82	7.16	.33	A 8.27h		.32	48			159. 91	THE RESERVE OF THE PARTY OF THE				.35	4.20	.35	L 4.00Pm		.35	7.	7.15 10.5
	18.6	18.0	16.7	7.15	24.0	8.30	4.15	24.9	21.7	1	Maria Maria	19 19 19	Time Over Subdivision Average Speed Per Hour	1 27 3			22.6	81.6	22.6	3.32 38.7	30.7	14.9	18.9	10.5

WESTWA	RD.			SECOND SU	JBD	IVIS	ION	N-B	ETWEEN BROOK PA	RK	JUI	NCTION AN	ID ST. CLOUD			E	ASTWARD.
THIRD CLASS.	SECOND CLASS.	TRET CLASS	FIRST	CLASS.		Car Capacit	,		Time Table No. 36.	PR			FIRST	CLASS.	SEC	OND CLASS.	THIRD CLASS
	315 4	1 06	68	31			- adm	Nom K Jot.	Effective October 29, 1933.	Callie.	mo	SIGNS.	32		316	412	
	Mixed Time	Preight		Passer		ng let	don N	tance for	MOTTATO	graph	Sloud.		Passenger		Mixed	Time Freight	
	Daily Da Ex. Sunday	ily		Dail Ex. Sur	day	Page 1	Tra 8	Die	STATIONS	Tele	Distance St. Cloud		Daily Ex. Sunday		Daily Ex. Sunday	Daily	
	L 2	17Am		L 8.1	3An				BROOK PARK JUNCTION		59.63	PW I	A 5.46Pm		1 1000	A 10-40Pm	
	2	30	100	. 8.2	2	2	0 J-8	5.00	0QUAMBA		54.63	P	• 5.38		Take to	10.25	
	2	44	229	8.3				18 10.87		No. of Concession,	The second second	DP	• 5.27		100	10.10	
	3.	02		. 85	1	89 5	0 J-4	1 18.43	7.56 OGILVIE	. Go	41.20	D PW	. 5.14			9.50	
	3.	18	200	• 9.0	4	2	4 J-8	25.31	8.88 BOCK		34.32	P	s 5.01			9.32	
	L11.35Am 3.	48		• 9.2	2	80 8			8 MILACA				• 4.52		A 10.55Am	9.20	
	A11.40Am 3.	53		9.2	4				MILACA JCT				4.46			9.05	
	4.	00	The !	• 9.3					FORESTON		25.81	P	. 4.42			8.55	
	4.	13		• 9.4	3				OAK PARK		20.09	P	• 4.31			8.41	
	4.	10		• 9.4	9	20	J-1	7 42.34	RONNEBY		17.32	P	1 4.26			8.33	
	4.5	36		•10.0	1				2.31 FOLEY	_	15.01	D PW	• 4.21			8.25	
	4.	36		■10.1	1	31			PARENT			P	1 4.12			8.15	
									N. P. RY. CROSSING								
	5.0	05		110.2	7		Q-6	58.30	EAST ST. CLOUD		1.33	x	1 3.59			7.40	
	A 5.5			A10.3		ard 139	75	59.63	ST. CLOUD	DX	0.00	RKDN WCXYO	L 3.55Pm			L 7.30Pm	
	10. 05 3.0			2.22 25.1		1	7	1	Time Over Subdivision Average Speed Per Heur	The last		AU AU	1.51 32.2		10.0	3.10 18.8	

Special Rules—First and Second Subdivisions.

Westward trains are superior to eastward trains of the same class, except Nos. 20 and 24 are superior to No. 31 Brook Park Junction to Sandstone.

Following trains will register by card at points named:

Extra trains will use double track in direction of current of traffic between 25th St. Superior, and Boylston, without running orders provided they secure proper clearance card Form A from Superintendent.

Between MAXIMUM SPEED.		
	Passenger	Freight
	25 miles per hour	15 miles per hour
Dubellul Buil Oshinstons	60 miles per hour	40 miles per hour
Trains will not exceed		40 miles per nour
Trains will not exceed. Sandstone and Coon Creek. Brook Park and East St. Cloud.	50 miles per hour	World of the Street Street
Brook Park and East St. Cloud	40 miles per hour	40 miles per hour

CREED DECEDICATIONS OVER PRINCES

SPEED	RESTRICTIONS OVER BRIDGES.
Duluth Terminal Trestle	Passenger trains 25 miles per hour.
	Freight trains 15 miles per hour.
	H-5 class engines 10 miles per hour.
	Heavier than H-5 class engines prohibited.
Bridge No. 16, Boylston	
THE RESERVE OF THE PARTY OF THE	Q-2, N-2 and O class engines 10 miles per hour.
Bridge No. 52, Holyoke	Q-2, N-2 and O class engines 10 miles per hour.
	Q-2, N-2 and O class engines 10 miles per hour.
Bridge No. 60, Ogilvie	
Bridge No. 39, Milaca	

Trains only for which Milaca is initial and terminal station will register at that station.

Between St. Cloud and East St. Cloud trains will be operated as follows:

Eastward trains move on clearance card.

Westward trains from East Side Line will be governed by semaphore at N. P. Ry. Jct.

Westward trains on Second Subdivision will be governed by semaphore at East St. Cloud.

Operator, East St. Cloud will get authority from operator St. Cloud before clearing semaphore for westward trains.

Normal position east lead switch Fifth Ave., St. Cloud, is for Yard lead.

Supplementing Rule 509 (b), when stopped by a STOP and PROCEED signal, enginemen and trainmen should understand that such signal indication may be due to an opposing train proceeding into the same block at the opposite end under an APPROACH SIGNAL indication, Rule 501 (b), and before proceeding into block every precaution consistent with running orders and the nature of the track ahead should be taken to insure safe movement through the block.

	340	FCT	TAN	AD	D	
4	w	EST	2.5	AR	w.	

THIRD SUBDIVISION—BETWEEN BOYLSTON AND CASS LAKE.

EASTWARD.

THIRD CLASS.	SE	COND CLAS	SS.	10000	FIRST CLAS	S.					Time Table No. 36.	1	1	202.40	FI	RST CLAS	5.	SECO	ND CLASS.
	413	421			35	33	Capa	city		from	Effective October 29, 1933.	Castle	from	SIGNS	34	36		414	
	Time Freight	Time Freight			Passenger	Passenger	1 2		Pers	uth		grapo	ance Lak		Passenger	Passenger		Time Freight	
	Daily	Daily			Daily	Daily	Sidin	Trac	Stati	Die	STATIONS.	Tele	Cours		Daily	Daily		Daily	
	L 11.58Mm	L 11.10m			L 9.33mm	L 8.47Am			J128	18.22	First Subdivision Junction	1	149.40	R DNP I	A 3.55Pm	A 7.25km		A 12-50km	
	12-10km	11.20			1 9.43	8.56	90	2	Y251	19.13	DEWEY		143.49	P	3.45	1 7.15	2 10 10	12-40	
	12.30	11.35			9.50	9.03			Y249	28.01	STATE LINE TOWER N. P. Ry. Crossing	8	139.61	DNP I	3.39	7.09		12.30	
						William				29.00	BPIDOR 6	100	133.62	1 P		e e	E TENT		
	12-55	12-05Am			*10.14	s 9.20	8.5	14	Y236		CARLTON	A	129.69	DNPW I	* 3.22	s 6.52	Mark Street	12-05Am	
					110-19	9.25			Y232	36.19	3.26 SCANLON	TS-T-	126.43	P	3.15	1 6.41	511, 1998	11.50	
	1.25	12.20			*10-30	s 9.32	96	160	Y229	88.89	ZCLOQUET	KN	123.78	DPXO	s 3.10	s 6-35	100	11.45	
	2.46	1.30			*11.02	s 9.58	82	158	Y213	55.38	BROOKSTON	BN	107.24	R DNPWCXY I	s 2.45	• 6.10	2	11.10	
					f11.15	110.10		9	Y205	63.23	7.85		99.39	P	1 2.30	1 5.56	3	10.40	
	3.16	1.46			111.23	110.16		1		67.85	MIRBAT		94.77	P	1 2.22	1 5.48		10.30	
	3.28	1.58			s11.35	*10.25	6.5	54	Y195	78.20	FLOODWOOD	OD	89.42	DP	s 2·13	s 5.40	-	10.15	
	3.40	2-10			111.46	10.35		4	Y189	79.29	6.09 ISLAND	1	83.33	Ola P	2.02	1 5.27	22/10/	10.00	
	3.53	2.22			f11.57	110.45		9	Y182	85.80	6.81 WAWINA		76.82	P	f 1.52	f 5-17		9.45	
	4.02	A 2.35Am			*12.22Am	*10.53	116	176	¥178	89.76	SWAN RIVER Tenth Subdivision Junetion	WA	72.82	R DNPWCXY	s 1.46	• 5.10		9.30	
	4.14				s12.32	111.01	29	24	Y173	95.23	5.47 WARBA	FS	67.39	DP	f 1.35	* 4.58	24	9.00	
	4.26				112.42	111.11		18	Y166	101.64	BLACKBERRY		60.98	P	1 1.25	1 4.48		8-45	
	4.40				12.49	11.18	82	82	Y161	106.22	4.58 OUNN Eleventh Subdivision Junction	. au	56.40	PWX Y I	1.17	4.40		8.35	
	5-10		samuel et a	Land or the	s 1.06	s11.24					ORAND RAPIDS		53.35	R DNPWX Y	• 1.12	• 4.35		8-20	
	5-23	05000	in dillo	HISTORY !	* 1.17	111.31	123	88	¥156	114.17	COHASSET	СН	48.45	DP	f 1.01	• 4.22	Tree of the	8-05	
	5-53				1.37	•11.46	42	77	¥145	128.59	M. & R. R. Ry. Crossing	RI	89.03	DNP X I	*12.46	* 4.07	AND THE REAL PROPERTY.	7-45	
	6-07			The state of the s	f 1.51	111.56					BALL CLUB		32.00		112.31	1 3.53		7-20	
	6-32				s 2·13	112.14Pm	69	88	Y125	143.53	12.91 BENA	BA	19.09	PW	112.14Pm	. 3.36	THE PROPERTY AND	6-55	111111
	647				1 2.28	12.27	123		¥118	151.07	7.84 SCHLEY		11.55	P	11.58	1 3.23		6-30	
											M. St. P. & S. S. M. Ry. Crossing	PERMI	9.51					-	4
	A 7-10km				A 2.51 Am	A 12-46Pm	THE REAL PROPERTY.	2000	¥106	162.62	CASS LAKE	CS	The same	RKDNPWCOYX	L 11-40Am	L 3.05Am	AND DESIGNATION OF THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NAMED IN COLUMN	L 6-00m	TANKE SE
	7.12 20.7	8.25 22.4			5.18 28.1	3.59 37.5			77793		Time Over Subdivision Average Speed Per Hour		The same		4.15	4.20	Maria Sta	6.50 21.8	

Special Rules.

Westward trains are superior to eastward trains of the same class.

All trains will register at Boylston by card.

Double track Boylston to Swan River, except over Gauntlet at Bridge 6, M. P. 29, which is governed by interlocking signals.

Gunn is registering station for Eleventh Subdivision trains only.

Trains only for which Grand Rapids is initial and terminal station will register at that station

MAXIMUM SPEED.

Between Passenger

Freight 40 miles per hour.

WHISTLE SIGNALS FOR ROUTES AT JUNCTIONS AND INTERLOCKING PLANTS.

Whistles-Routes-Straight away......One long, one short Diverging line......Two long

Whistles-

WESTW	VARD.					1881	MENTE	FC	URTH	SUBI		_	N-	CA	SS LAKE AND CR	OUN	SIUN T	ARD.				E	ASTWAR	RD.
THE	RD CLA	155	SECONE	CLASS	1300		FIRST	CLASS	193,0		Cape	ar	237		Time Table No. 36					FIRST		THIRD	CLASS	
	559	551	3912			6100	133	33	105	35		40	9999	1	Effective October 29, 1933.	20 8	SIGNS.	36	106	134	34	552	560	
	Local Freight	Local Freight	OR.	Sec. 1			_	Passenger		-	100	1	nhos	1	3	poolsat legran		Passenger	Passenger	Passenger	THE RESERVE AND DESCRIPTION OF REAL PROPERTY.	Local Preight	Local Freight	
		Tue., Thur.					Daily Ex. Sun.				1 100	8	8Z	50	STATIONS	5 2			Daily Ex. Sun.		Daily	Mon., Wad.	Dally Ex. Sun.	
1	7.30An	SECTION SHAPE	201					12.51hm	8.05Am	2.58An		_	_	_	CASS LAKE 100	5.91 CB	O X	2.58km	10.25km	ENI	11.35km		A 3-10%	
	7.45	The same	and the			MAYO	125	12.58	8.13	3.05		15	¥101	4.11	PARRIS 102	2.78	P	2.51	110.17		11.28		2-55	
	8-01	OT BHIL	-YB .3	M. NO.	THE PERSON NAMED IN		ENGR.	1.06	8.21	3.14	69	10	¥ 96	9.75	ROSBY	.16	P	2-41	110.08	3 NON	11.19	A 11 11 12 11 12 11	240	
					The same of	I was	2000							14.84	.M. & I. RY. CROSSING. 92	. 87	1							
	8.45	Balle	1	1000		1000		1.21	8-30Am	. 3.40	70	182	¥ 90	18.27	BEMIDJI	.64 BM	R DNPWX	2.31	L 10-00Am		s11.10		2-15	
	9.15	4445	1919	100	133	To play to		1 1.31		s 3.53	70	10	¥ 84	21.51	WILTON 85	.40 N	DP	2.08			f10.55		1.31	
	9.45	30.95						1 1.41		s 4.06		26	Y 78	27.84	SOLWAY 79	.36 80	DP	· 1.55			110.45		1.00	
	10.33	The state of the s	3734				A STORE OF	1 1.51		. 4.19	69	27	Y 72	33.78	8.20 SHEVLIN	.16 VN	DP	1.42			f10-33		1240	
	11.13		V0 03	MEXYOR	30.00	L2585-0	NE TON	s 2.02			_	-	-	_	8.70 BAGLEY 66	.46 BY	D PW	1.27			s10.22		12-15h	777
	11.45	-	-	-				1 2.13				_		_	7.32	.14 RO		1 1.13			110.09		11.45	-
	12.15Pm							1 2.24	-		_	-	_	-	6.92 LENGBY 53	.12 G	DP	1.02			1 9.59		11.15	100
Contract of the last of the la	12.55							s 2.37	-	-	-	-	_		7.04 POSSTON 46						9.47		10-45	
	1.20					2011	A lab	s 2.51		-		_	_	_	7.88 McINTOSH 38			12.31			9.33		10-00	
	1.20					533392		2.01		0.30					M.ST. P. & S. S. M. RY. CROSSING 32		-							
	150			PI DO	-		TO SECOND	1 3.02	THE REAL PROPERTY.	. 551	79	37			0.81	.46 R8	D PW	12.18			1 9.20		9-30	-
	1.50														6.71	.75 ME		12.03ks			f 9.09		8-50	
THE REAL PROPERTY.	2.15				17101	CH PI CO	SHE IS	1 3.14	-	8 6.06					8.88		-				THE RESERVE TO SERVE THE PARTY OF THE PARTY		8-20	
	2.30	L	- 00	TANK NA	-		L	3.22		6.16	70	20	¥ 18). 17		11.50		A 201	9.00	A 7 251	8-15	
	2.32	2.22h				2010 10	1 7.50Pm	1 3.24		1 6.18			Y 17	67.84	N. P. Ry. Crossing	.07 ON	RDPI	111.48		110-38km	8.00	1.30%	0.10	
	2.45	2.35		SECOND.		2000	1 7.59	3.31		6.26		_	Y 12			. 23	P	11.40		10.28	8-50	7.15	8-00	
	3.05	2.55	1				1 8-10	3.41	100	6.36	70	34	_		BURWELL 7	7.55	P	11.30	10 10 10 10	110-16	8-39	6.36	7-40	The same
			1-1016	SEC. INS		3631	SERVICE			AN AND	107			102.5	N. P. RY. CROSSING	. 35	PI	1919					1000	
A	3-20Pm	A 3.10mm		1			A 8-20Pm	A 3.50Pm	1000	A 6.48M	Yard	418	A298	104.00	CROOKSTON YARD	.98 CA	R NWCY	11.20Pm		10-05An	L 8-30Am	6.10M	7.30Am	
700000000000000000000000000000000000000						TR	AINS BE	TWEEN	CROOK	STON Y	ARD	ANI	CR	оок	STON BE GOVERNED I	BY DA	KOTA DIVI	SION TI	ME TAB	LE.	Tana Paris		TEN PER	
	- BIGH	SERVE.	40.00	BEN !	100	MARKE N	1A	A 3.55Pm		A 7.00M		100	10 11		CROOKSTON		R DNK X			10000	L 8-25An		18.03	
162 E E	7.50 13.4	21.3	THIST	101750	7943	TESES.	34.1	2.59	25	3.50	1755	MO	1903	171	Time Over Subdivision Average Speed Per Hour			3,38	36.6	31.0	3.05	1.25	7.40	

Special Rules.

Westward trains are superior to eastward trains of the same class.

Register at Bemidji, Tilden Jct. and Crookston Yard for trains originating and terminating at these stations.

SPEED RESTRICTIONS-M. & I. RY. CROSSING-BEMIDJI

All trains 8 miles per hour through interlocking limits.

MAXIMUM SPEED.

6 WES	TWARD.		PA	RH				SUBDIVISION S JCT. AND			E	EASTW	ARD.	WESTWARD. N. P. RY. JCT. AND MILACA JCT. EASTWARD.
THIRD	FIRST CLAS	5	Car	ity		1		Time Table		600	FIR	ST CLASS	THIRD	
523	10	5					rom	No. 36			10	6	524	305 No. 36
Local Freight			9	5	bers		Cente	October 29, 1933.	- 1	SIGI	Passe		Local Freight	Mixed 5 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Daily Ex. Mon.	Passer Daily Sund	_	Outre	Track	Statio		Dieta	STATIONS	Taller	Calls	Daily	Ex.	Daily Ex. Sun.	Ex. Sunday & SE & STATIONS Ex. Sunday
L 3.15Am	L 2.3		85 1	10	117		0 00	SAUK CENTER		AU RDNW	A		12.15Pn	L 8.52Am G-28 0.00 ELKRIVER R DN W A 1.37Pm
3-10km	TRAINS BE	TWE	EN I	PAR	KE	RAP	IDS		CE	NTER B		RNED BY		TRAINS BETWEEN N. P. RY. JCT. AND ELK RIVER BE GOVERNED BY N. P. RY. TIME TABLE.
3.20km	2.3	SAm			741			PARK RAPIDS JC			A 3.8	2Pm	12.10Pm	L 8.54Am 0.74N. P. RY. JCT WR I A 1.25Pm
5-20%						_	_	N. P. Ry. CROSSIN			1 10 1	FW NO. 3		9.25 33 H-11 10.23ZIMMERMAN
3-35	124			4	K 7		7.26	6.58			1 3.3	9	11.50	*10.05 47 93 H-20 19.16PRINCETON CT D W X *12.30 *10.20 22 H-24 23.36LONG'S SIDING
3-50	. 2.4			5 1	K-10	1	0.40	3.14 LITTLE SAUK			s 3.3	16 16	11.40	*10.38 16 H-29 28.58PEASE EA *11.55
4-10	2.5						3.86	3.46	_	IN	s 3.2	0.00	11.25	A 10.50Am 32.58MILACA JCT P L 11.40Am
4-50	s 3.00				K-18			4.74		E D	Ws 3.1		11.05	TRAINS BETWEEN MILACA JCT. AND MILACA BE GOVERNED BY SECOND SUBDIVISION SCHEDULES.
5.20	. 3.2					-	6.46	7.88		T D	s 2.5	F NO	10.30	A 10.55Am J-28 33.19MILACA MU R DPWC X L 11.35Am
5-40	s 3.3			31 1			1.84	5 38	. R	U D	s 2.4	4.4	10.05	1.56 16.4 Time Over Subdivision Average Speed Per Hour
6-05	. 3.4				K-36		6.53	4.69	G	D D	s 2.3	C PERSON	9.45	
6.25	* 4.0		2 3	30 F	K-44	4	4 04	7.51 BERTHA	В	R D	s 2.1	9.0	9.05	Special Rules. Westward trains are superior to eastward trains of the same class.
645	* 4-16		1	27 F	K-48	4	8.07	4.03 HEWITT	н	W D	s 2.0		8.45	MAXIMUM SPEED. Between Elk River and Milaca Jct All trains 25 miles per hour.
7.10 7.55	s 4-3e			13 E	K-56	5	6.21	8.14 WADENA	w	D D	Ws 1.5	99.0	523 8-15 7-55	Detween Elk River and Milaca Jet An trains 25 miles per nour.
7-00	2034					54	6.44	0.23	0		O TRIE	35	7.55	SEVENTH SUBDIVISION.
8-15	1 44		1	28 F	K-60	61	0.53	LEAF RIVER			1 1.3	1	7.45	WESTWARD. ALLOUEZ AND SAUNDERS. EASTWARD.
8-35	1 4.5			7 1	K-65	61	5.25	4 72	99		1 1.2	3 4 11 2	7.35	Car 8 The Table No. Co.
9.15	* 5-10				K-70			5 21	8	K D	* 1.1		7.15	Effective October 29, 1933.
9.50	· 5-30			27 B	K-79	71	9.19	8.73	. M	H D	s12.5		6.50	Siding Si
10.00	1 5.3			7 1	K-83		3 31	4 12 HORTON			112.4		6.30	Yard 4946 YA 26 2ALLOUEZ BJ RKPWCOYXI
10-40	s 6-01	_					1.19	7 88 PARK RAPIDS		DV	X s12.2		105 6.10 5.35	Yard 166 J 130 4.28 OF SAUNDERS. Piret Subdivision Jet Pret Subdivision Jet
10-55	s 6.2			15 3	K-98	97	7.76	8 87	D	E D	\$12.0		5.20	Piret Subdivision Jet
11-15	6.3		-	_		-	_	5.33 NEVIS		V D	\$11.5		5.00	WESTWARD. EIGHTH SUBDIVISION. EASTWARD. WESTWARD. NINTH SUBDIVISION. EASTW
106 11-48	• 64							6.23 AKELEY	M M		W s11.4		4.35	BETWEEN BROOKSTON AND KELLY LAKE. BETWEEN CHISHOLM AND EMMERT TOWE
12-20h	* 7-0			26 1	K-119	11	8.84	9.52 WALKER	1	D	s11.3		3.55	Car 5 Table No. 20
						121	0.94	M. & I. Ry. CROSSII	NG				300	Capacity Time Table No. 36.
12-35	f 7.1	,		1.5	K-124	12	4.21	LEECH LAKE	-		111.1	5	3.25	Effective October 29, 1933.
12-55	. 7.2	,		12	K-131	13	0.93	8.79			s11.0		3.10	The stations of the stations o
1.20h	A 7.5	i An Ya	nd o		Y-106	14	0.40	CASS LAKE	0	R KD NOWC)			L 2-45Am	82 158 Y 213 BROOKSTON BN 50.33 R DN PW 55 YC 1 CHISHOLM CM 10.75 D P
10.00	8.2 28.2							Time Over Subdivisio Average Speed Per H			5. 1 27. 4		9.25 14.9	19 YD 4 5.21 API REPO 10.00
	Normal position	stwa a wys	rd to	ralm	s are	su l	mark	ecial Rules. or to eastward training for east leg of wy		the san				65 2 YD 11 11.20BADEN 89.13 P 74 2 YD 21 21.10DUMBLANE 29.28 PW Yard 108 YD 59 4.83EMMERT TOWER RN 6.23 P
							DE	RAW BRIDGES.						17 YA 5 31.07
				Bte	ambe	oat]	Rive	r, 2 miles west of War, 11/2 miles west of	wilki	nson.				16 YA 12 87.88
	Best B	ween						KIMUM SPEED.	Pass	ongor		Freight		17 YA 19 44.65
	Park Rapids J	ot. an	d Ca	uss L	ake.	***		40	miles	per hour.	25	miles per he		Yard 1300 YB 257 50.33

W	ESTW	ARD.			TE	NT	HS	UBI	IVISION-BETWEEN VIRGI	NIA	AN	D SWAN R	IVER.			EAS	TWAR	0.
		FIRST	CLASS		L	100	100	int	Time Table No. 36.		GP	A DITAMO	UAR	FIRST	CLASS	190 M	SECOND	CLASS
SECOND		TINGI	77	75	_	Dar		rom	Effective October 29, 1933.	Calle	from	SIGNS.	76 D. M. & H. 1	78 D. M. & H. 4			422	
		-		2	1 5	1	- 5	nie f	N. M. MANUAL PLANS	grap	Anoe Riv		Passenger	Passenger			Time Freight	
	doku ko	No works	Passenger	Passenger	Siding	Other	Station	Dieta	STATIONS.	Tele	Dist		Daily	Daily			Daily	
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	10 to	The same	Date para	Tall to	175	100	THE REAL PROPERTY.	_	D. M. & N. RY. CROSSING	To be designed	41.01	no and and						
					45		YC7	10.11	LUCKNOW		40.65	PW			5000	Sec. of	o many	M. Division
					51	104	YCS	12.08	1.97 BUHL	BU	38.68	DP		DWING	1303.3	IT YS	STUBBLE	LIGHTER
1	Solve Lot	Total St			Yard	127	YD59	19.09	7.01 EMMERT TOWER D. M. & N. RY. CROSSING Ninth Subdivision Junction		31 . 67	PW IX	9/1	OI Description	The last of the la	nulsus es		
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			A	11.31Am		142		21 63	SOUTH HIBBING.	AC	29.13	R DP X	11.38Am	2.05Pm				
				100	3564	1993	3.0	22 21	SCRANTON MINE CROSSING		28 55	1 X						
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		YEW CO		CN AND	62	09	YB15	36 13	BENGAL	BA.	14 63	Р					3.40	
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	CTW	-							UPDIVICION DETWEEN KI		v .	AVE AND O	HAINI			EAG	STWAR	D

THIRD CLASS	FIRST	CLASS	343	ME	5		and seemed to the life to the second to the same of the same		Perfit.		FIRST CLAS	S. THIS	RD CLASS.
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not be to Experience	tel tous tro	Daily	Sidi	Other		Dis	STATIONS.	Tel	Distar		Daily	M 9 10 10 10 10 10 10 10 10 10 10 10 10 10	E PARTE
			Yard	1300	YB251		Eighth and Tenth Subdivision Junetions	KY	31.32	RKDNPWC OYX			
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			92		YD 69	4.86	0.84 MOORE		26.46		signation and a section of the secti	t gear see done	
			Yard	311	YD 74	9.59	NASHWAUK	N	21.73	D PW X			
		L 11.23Am	62	179	TD 81	16.19	CALUMET	CU	15.13	D PW X	A 2-12Pm		
		• 11.25		3	YD 82	17.08	MARBLE	RB	14.24	DPX	. 2.10		
		1 11.32				20.58	HOLMAN JCT.	но	10.74	P	1 2.03	or other transplant	
		• 11.38			YD 86	21.60	TACONITE JCT	NI	9.72		. 2.00		
		* 11.42		56	YD 88	23.48	1.88 BOVEY	BY	7.89	D P	1.52		
		A 11.45An		19	YD 89	24.24	COLERAINE	CR	7.08	DP	L 1.49Pm		
			81	81	Y 161	81.32	7.08 GUNN Third Subdivision Junction	GU		R PWXY			
		22 0					Time Over Subdivision Average Speed Per hour				21.0		

Special Rules.

SEVENTH, EIGHTH, NINTH, TENTH AND ELEVENTH SUBDIVISIONS.

MAXIMUM SPEED.

Between	Passenger	Freight
Saunders and Allouez Brookston and Kelly Lake Swan River and Virginia Kelly Lake and Gunn	45 miles per hour	20 miles per hour 25 miles per hour 35 miles per hour 35 miles per hour

DOUBLE TRACK EXTENDS FROM ALLOUEZ TO BRIDGE A-8.

Westward trains are superior to eastward trains of the same class.

All except first class trains will approach all mining spurs at restricted speed, expecting to find main track occupied.

Home signals located 500 feet in advance of block stations at Calumet and Holman Jet. govern approach of train into block territory. Automatic signal located one thousand feet east of Arcturus Mine track connection switch protects movements in and out of this track. Staff rules as now in effect are modified to extent that D. M & N. trains going into Arcturus Mine will be governed exclusively by home signal indications and authority of staff operators.

Westward D. M. & N. trains from Arcturus Mine to main line will be authorized by block operator at Holman Jct. over telephone in iron box located on pedestal at connection switch. The connection switch and derail located at fouling point on Arcturus Mine track are electrically locked from block station at Holman Jct.

RULES GOVERNING THE OPERATION OF DOUBLE TRACK BETWEEN KELLY LAKE AND EMMERT TOWER.

- 1. Trains or engines moving in this territory must keep to the left unless otherwise provided.
- 2. Trains or engines will run with current of traffic between Kelly Lake and Emmert Tower, without train orders or clearance card.

INSTRUCTIONS TO TRAINMEN ON OPERATIONS OF AUTOMATIC AND SEMI-AUTOMATIC INTERLOCKING PLANTS

AUTOMATIC INTERLOCKING.

Bridge 6...... M. P. 29 Third Sub-Div. Gauntlet.
Schley...... 2.04 West of M. St. P. & S. S. M. Ry.
Wadena...... 0.23 West of N. P. Ry.
Crookston Yard 2.37 East of N. P. Ry.
Park Rapids Jct.0.52 West of N. P. Ry.

SEMI-AUTOMATIC INTERLOCKING.

Elk River.....0.74 West of N. P. Ry.
Allouez..... East End Yard, D. S. S. & A. Ry.

SCHLEY-WEDENA, PARK RAPIDS JCT. AND CROOKSTON YARD N. P. CROSSING

STANDARD INTERLOCKING RULES 601 TO 685, INCLUSIVE, SUPPLEMENTED BY THE FOLLOWING SHALL GOVERN IN THE USE OF THE AUTOMATIC INTERLOCKING PLANTS.

If a train is stopped by a home signal and no immediate conflicting train movement is evident, trainman shall proceed to the crossing and operate hand release located in iron box marked "RELEASE" and locked with a standard switch lock. Turn knob to the right until stopped, hold a few seconds and let go. Clockwork movement will return pointer to the zero or "NORMAL" position after a period of from one to two minutes. Under ordinary conditions the completion of the return movement should cause home signal to indicate "PROCEED". If home signal desired does not indicate "PROCEED" and no smash boards are in use, trainman may flag train over the crossing after making certain that conflicting home signals are in the "STOP" position and no conflicting train movement is evident.

In addition, if smash boards are in use, and are in the "REVERSE" position on the route desired and operation of the hand release does not clear the proper home signal, trainman shall signal his train to proceed over the crossing, after making certain that home signals and smash boards on the conflicting route are in the "NORMAL" position. If smash boards on the route desired are not in the "REVERSE" position and operation of hand release does not clear the proper home signal, trainman shall operate smash board to the "REVERSE" position by hand, and may then, if home signal desired does not indicate "PROCEED", signal his train to proceed over the crossing, after making certain that home signals and smash boards on the conflicting route are in the "NORMAL" position.

TO OPERATE SMASHBOARD MECHANISM BY HAND.

Crank for operation of smash board mechanism by hand is located in the "RELEASE" box at the crossing.

Crank must be inserted in shaft on back of smash board mechanism, after opening small cover locked with a standard switch lock. Crank shall be turned slowly and uniformly until movement has made its entire stroke and smash board has been moved downward to the vertical position. When operation is completed small cover must be locked and crank returned to the "RE-LEASE" box.

Bridge 6-Third Subdivision.

If a train is stopped by a home signal and no immediate conflicting train movement is evident, trainman shall proceed to home signal governing train movements in opposite direction, at the other end of the gauntlet, and operate hand release located in iron box marked "RELEASE" and locked with a standard switch lock. Turn knob to the right until stopped, hold a few seconds and let go. Clockwork movement will return pointer to the zero or "NORMAL" position after a period of from one to two minutes. Under ordinary conditions the completion of the return movement should cause home signal to indicate "PROCEED."

If smash board on the route desired is in the "REVERSE" position and operation of hand release does not clear the proper home signal, trainman shall signal his train to proceed over the gauntlet, after making certain that home signal and smash board on the conflicting route is in the "NORMAL" position.

If smash board on the route desired is not in the "REVERSE" position and operation of hand release does not clear the proper home signal, trainman shall operate smash board to the "REVERSE" position by hand, and may then, if home signal desired does not indicate "PROCEED," signal his train to proceed over the gauntlet after making certain that home signal and smash board on the conflicting route are in the "NORMAL" position.

"RELEASE" box nearest the dwarf home signal, and if signal does not indicate proceed when release returns to normal position, trainman may flag train through gauntlet, making certain that smash board at opposite end of gauntlet is in the "REVERSE" position.

To Operate Smash board Mechanism by Hand.

Located in an iron box on a post and marked "CRANK" is the operating hand crank for the mechanism operating the smash board and torpedo machine. This box is locked with a standard switch lock. Crank should be taken out of box and inserted in the shaft on top of the operating mechanism, after opening the door locked by a standard switch lock. The crank should be turned slowly and uniformly until movement has made its entire stroke, in which position smash board will be "REVERSED." If home signal clears under these conditions train may proceed in the regular manner, except that trainman shall remove crank from the mechanism retaining it until entire train has passed smash board, when it must again be placed in the crank box and locked. UNDER NO CONDITION SHALL CRANK BE PLACED IN CRANK BOX UNTIL AFTER ENTIRE TRAIN HAS PASSED THE SMASH BOARD.

ELK RIVER N. P. RY. JUNCTION.

Train movements from westward main track to G. N. Princeton Line train will stop at westward home signal. Trainman will operate electric switch lock and reverse the switch and derail by throwing lever of junction ground throw switch machine. Bottom arm of westward home signal will then clear.

Train movements from G. N. Princeton Line to eastward main track train will stop at G. N. home signal. Trainman will push button of both eastward and westward switch indicators and if both indicators show clear he may operate electric switch locks and reverse junction and crossover switches by throwing levers of ground throw switch machines. The top arm of eastward G. N. home signal will then clear.

Train movements over crossover train will stop at dwarf signal for route desired. Trainman will push button of switch indicator for track to which move is to be made. If indicator shows clear he may then operate the electric switch lock and reverse crossover by throwing lever of ground throw switch machine. The dwarf signal for route should then clear.

TO OPERATE ELECTRIC SWITCH LOCKS.

Open bottom door of iron box marked "ELECTRIC LOCK" and push the "PUSH BUTTON". If lock indicator shows clear switch may be unlocked by turning handle to left. Handle must be returned to normal position before door can be locked. If indicator does not show clear when button is pushed and no conflicting train movement is evident electric switch lock may be released by operating time release.

TO OPERATE TIME RELEASE.

Open top door of iron box marked "RELEASE" and turn knob of release to right until stops. Hold 3 seconds and then release. The clockwork will return to normal position in two minutes which should release electric lock as shown by indicator.

TO OPERATE SMASH BOARD MECHANISM.

Attached by a chain to smash board mechanism located near base of mast of main line home signals is a small crank which may be placed over a shaft of operating mechanism after opening small door locked with a switch lock. Turn crank slow to left until smash board has been moved to clear position being sure the stroke has been completed. Remove crank and lock door.

ALL APPARATUS MUST BE RETURNED TO NORMAL POSITION AND LOCKED WITH SWITCH LOCKS PROVIDED BEFORE LEAVING.

ALLOUEZ AND D. S. S. & A. RY. CROSSING.

Train movements over the crossing in either direction on the Four Great Northern tracks will be governed by standard interlocking signal indications of the color light type (Figure 93 Rule 601A and Figure 113 Rule 601G) in accordance with Standard Interlocking Rules 601 to 685, inclusive.

Train movements on the D. S. S. & A. will be governed by gates set normally against their trains and operated by their trainmen.

No signalman will be on duty at this interlocking.

If a Great Northern train receives a "STOP" signal indication it will be governed by Rule 663 and may proceed over the crossing after making certain that no immediate D. S. S. & A. train movement is evident and that the gates are in their normal position against D. S. S. & A. trains.

SPECIAL RULES.

Rule 671 to 671 (f), inclusive, amended as follows:

The speed of trains through the Approach and Home signal zones of an interlocking plant shall not exceed thirty miles per hour.

Trains moving against the current of traffic on double track through interlocking plants, or where governed by dwarf signals shall not exceed eight miles per hour.

Conditions may require a further speed restriction for all trains, per special rules, and at draw bridges the speed of trains shall not exceed eight miles per hour.

The letter "I" in column headed "SIGNS" indicates interlocking plant.

MAXIMUM SPEED.

Loaded ore trains 25 miles per hour. Engines backing up 20 miles per hour.

MINE SPURS.

	MINE STURS.
NAME	LOCATION
Stevenson, Lamberton	0.52 miles east Kelly Lake.
Mahoning, So. Agnew, Smith, Agnew	1.81 miles east Kelly Lake.
Scranton	2.43 miles west North Mitchell.
Susquehanna	0.71 miles west North Mitchell.
Webb, Albany, Alexandria	0.81 miles east North Mitchell.
Dunwoody, Bruce	
Billings	2.05 miles west Buhl.
Drew	
Grant	1.21 miles west Buhl.
Wabigon	
Harold-South Uno	1.53 miles east Kelly Lake.
Utica	2.08 miles east Kelly Lake.
Margaret	0.82 miles east Buhl.
Kinney, Wade, Helmar	2.94 miles east Bubl.
Wacoutah	3.83 miles west Virginia.
Hanna-Pilot, Wheeling	2.64 miles west Virginia.
Columbia, Commodore	0.47 miles west Virginia.
Bennett Shaft No. 1	2.73 miles west Kelly Lake
St. Paul. Bennett.	0.25 miles east Kewatin.
Sargent, Mesaba Chief Nos. 2 and 3, Mississippi	0.34 miles east Moore.
La Rue, Shada	0.16 miles east Nashwauk.
Hawkins	0.37 miles east Nashwauk.
York	0.37 miles west Nashwauk.
Harrison-Quinn	0.77 miles west Nashwauk.
Kevin-Patrick	2.26 miles west Nashwauk.
Majorca	0.73 miles east Calumet.
Hill Annex	0.60 miles east Calumet.
Hill Annex Washer.	0.70 miles east Calumet.
Hill	0.36 miles west Calumet.
Danube, Orwell	0.37 miles cast Bovey.
Holman	1.83 miles east Bovey.
Greenway	2.80 miles east Gunn
Canisteo	1.50 miles east Coleraine.

NAME	LOCATION	OPENS	CAPACITY	
First Subdivision Howe's Spur	1.38 miles east of Henriette	West	9 Cars	
Second Subdivision Brunson		East	4 Cars	
Third Subdivision Wingate Flint Hartley's Spur Erickson Spur Page & Hills Webster Lumber Co	2.36 miles west of Island	West East West East West East	58 Cars 132 Cars 8 Cars 13 Cars 11 Cars 13 Cars	
Fourth Subdivision Thorson's	3.41 miles west of Benoit	West	30 Cars	
Fifth Subdivision Wadena Potato Spur. Rubion Spur.	3.96 miles east of Wadena 2.56 miles west of Wilkinson	East East	7 Cars 9 Cars	
Tenth Subdivision Morrell Coal Spur	3.34 miles east of Swan River 2.46 miles east of Buhl	East East	10 Cars 3 Cars	
Eleventh Subdivision Range Sand Lime & Brick Company Kevin Siding		West East & West	16 Cars 28 Cars	

COMPANY SURGEONS.

Dr. Roscoe C. Webb Chief Surgeon	Office phone Main 7508, House 4101, Colfax, 1849 Medical Arts Building
	9th Street and Nicollet Ave., Minneapolis, Minn
Dr. H. M. N. Wynne Assistant Chief Surgeon	
Dr. Ernest R. Anderson Assistant to Chief Surgeon	Minneapolis, Minn.
Dr. F. J. Savage Division Surgeon	St. Paul, Minn.
Dr. F. C. Sarazin Division Surgeon	Superior, Wis.
Dr W. H. Schnell Assistant Division Surgeon	Superior, Wis.
Dr. Egil Boeckmann Chief Opthalmic Surgeon	St. Paul, Minn.
Dr. C. N. Spratt Opthalmic Surgeon	Minneapolis, Minn.
Dr. R. C. Smith Opthalmic Surgeon	St Cloud Minn
Dr. C. B. Lewis Assistant Division Surgeon	St Cloud Minn
Dr. A. D. Whiting Opthalmic Surgeon	Cloud, Milan.

LOCAL SURGEONS

LOCAL SURGEUNS.				
Dr. Arthur C Craine Dr. Leroy J. Larson Dr. L. Gilmore Dr. Einer W Johnson Dr. A. W. Shaw	. Anoka Bagley Bemidji Bemidji Buhl.	Dr. H. E. Binet	Hibbing. Hinckley. Long Prairie	
Dr. Chas. Swenson Dr. W. W. Will Dr. L. H. Hedenstrom Dr. James Fleming Drs. Raiter & Raiter Dr. Z. E. House	. Cambridge Cloquet Cloquet Cass Lake.	Dr. H. J. Kooiker	. Nashwauk Park Rapids Princeton Sandstone St. Cloud.	
Dr. O. L. Bertelson Dr. Arthur Kahala Dr. A. N. Collins Dr. G. A. Miners Dr. H. W. Huseby Dr. G. A. Holdridge Dr. R. Turnbull	Duluth. Deer River. Floodwood. Foley.	Dr. C. D. Sutton Drs. J. A. & J. F. DuBois Dr. Earl E. Carpenter Dr. C. B. Lenont Dr. H. B. Ewens Dr. Paul Kenyon	Sauk Center. Superior. Virginia. Virginia.	

