

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, Asst. Chief Surgeon.....Minneapolis, Minn.
Dr. Ernest R. Anderson, Asst. to Cf. Surg., Minneapolis, Minn.
Dr. F. J. Savage, Division Surgeon.....St. Paul, Minn.
Dr. F. C. Sarazin, Division Surgeon.....Superior, Wis.
Dr. W. H. Schnell, Asst. Division Surgeon.....Superior, Wis.
Dr. Egil Boeckmann, Chief Ophthalmic Surg.....St. Paul, Minn.
Dr. C. N. Spratt, Ophthalmic Surgeon.....Minneapolis, Minn.
Dr. Elmer A. Myers, Ophthalmic Surgeon.....Superior, Wis.
Drs. Goehrs and Rathbun, Asst. Division Surgeons.....St. Cloud,
Minn.
Dr. A. D. Whiting, Ophthalmic Surgeon.....St. Cloud, Minn.

LOCAL SURGEONS.

Dr. Raymond J. Spurzem	Anoka.
Dr. Leroy J. Larson	Bagley.
Dr. Einer W. Johnson	Bemidji.
Dr. E. H. Marcum	Bemidji.
Dr. Wm. T. Nygren	Braham.
Dr. W. W. Will	Bertha.
Dr. L. H. Hedenstrom	Cambridge.
Drs. R. F. & F. S. Raiter	Cloquet.
Dr. Z. E. House	Cass Lake.
Dr. J. D. Van. Valkenburg	Floodwood.
Dr. Abraham Shedlov	Fosston.
Dr. O. L. Bertelson	Crookston.
Dr. A. N. Collins	Duluth.
Dr. G. A. Miners	Deer River.
Dr. H. R. Anderson	Deer River.
Dr. G. A. Holdridge	Foley.
Dr. H. E. Binet	Grand Rapids.
Dr. C. E. Sisler	Grand Rapids.
Dr. J. L. McLeod	Grand Rapids.
Dr. B. S. Adams	Hibbing.
Dr. E. L. Stephan	Hinckley.
Drs. R. L. & C. R. Christie	Long Prairie.
Dr. C. S. Bossert	Mora.
Dr. M. F. Hayes	Nashwauk.
Dr. Donald M. Houston	Park Rapids.
Dr. H. C. Cooney	Princeton.
Dr. H. P. Dredge	Sandstone.
Dr. C. S. Sutton	St. Cloud.
Dr. W. T. Wenner	St. Cloud.
Dr. J. F. DuBois	Sauk Centre.
Dr. Ralph B. Kettlewell	Sauk Centre.
Dr. T. J. O'Leary	Superior.
Dr. E. L. Campbell	Superior.
Dr. A. H. Borgerson	Sebek.
Dr. C. B. Lenont	Virginia.
Dr. H. B. Ewens	Virginia.
Dr. T. C. Davis	Wadena.

W. J. HAYNES,
Chief Dispatcher.

W. J. HOPE,
Chief Dispatcher.

W. N. ELLIOTT,
Trainmaster.

T. J. MASON,
Trainmaster.

D. J. FLYNN,
Assistant Superintendent.



MESABI DIVISION TIME TABLE 46

EFFECTIVE 12:01 A. M.

CENTRAL TIME

Sunday, June 25, 1939.

F. D. KELSEY, Superintendent.

C. McDONOUGH, General Manager.

J. B. SMITH, General Superintendent Transportation.

2 WESTWARD

FIRST SUBDIVISION

Station Numbers	Car Capacity		SECOND CLASS				FIRST CLASS				Distance from Duluth	Time Table No. 46. Effective June 25, 1939		Telegraph Calls
	Sidings	Other Tracks	413	421	411	407		35	19	23		31	STATIONS	
			Daily	Daily	Daily	Daily		Daily Ex. Sunday	Daily	Daily		Daily Ex. Sunday		
J 139								L 9.00pm 9.07	L 4.30pm 4.37	L 8.00am 8.07		2.29	DULUTH 2.29 BRIDGE SWITCH	DU
TRAINS BETWEEN BRIDGE SWITCH AND ELEVATOR STATION WILL BE GOVERNED BY NORTHERN PACIFIC, DULUTH AND SUPERIOR TERMINALS TIME TABLE.														
								s 9.15	s 4.45	s 8.15		3.16	ELEVATOR STATION 0.37 0.97	
J 136	Yard	3397	L 11.30pm	L 10.30pm	L 9.45pm	L 9.15pm						4.13	SUPERIOR	BY
	Yard	1820										4.52	BELKNAP ST.	SY
J 131		36	11.44	10.45	10.10	9.40						5.31	25th ST. 0.79	
												8.29	CENTRAL AVE. 2.98	SU
FIRST CLASS TRAINS BETWEEN CENTRAL AVE. TOWER AND BRIDGE SWITCH WILL BE GOVERNED BY NORTHERN PACIFIC, DULUTH AND SUPERIOR TERMINALS TIME TABLE.														
			11.45	10.47	10.12	9.42		9.25	4.53	8.24		8.60	CENTRAL AVE. TOWER 0.31 N. P. Ry. Crossing	CR
J 130	Yard	166	11.51	10.55	10.19	9.49		9.28	4.56	8.27		9.41	M. ST. P. & S. S. M. CROS'G. 0.81	
J 125			A 11.58pm	A 11.10pm	10.26	9.56		A 9.33pm	4.59	8.31		10.33	SAUNDERS 0.92 Seventh Subdivision Junction	B
J 121	66	13			10.42	10.12			5.06	f 8.39		13.21	BOYLSTON 2.88 Third Subdivision Junction	J
												18.46	DEDHAM 5.25	
J 113	97	5			10.57	10.27			5.13	s 8.48		24.63	FOXBORO 6.17	BO
J 109	70	5			11.16	10.46			f 8.57			29.94	HOLYOKE 5.31	
J 103	110	11			11.50	11.20			5.27	s 9.09		36.67	NICKERSON 6.73	NS
J 99		12			11.58	11.28				s 9.15		40.58	DUQUETTE 3.91	
J 96		28			12.05am	11.35				s 9.20		43.12	KERRICK 2.54	K
J 81	110	15			12.20	11.50			5.39	s 9.30		48.87	BRUNO 5.75	UN
J 82	70	24			12.40	12.10am			5.47	s 9.43		57.25	ASKOV 5.88	RD
J 76	Yard	391	1.30	12.55					s 5.55	s 9.54	L 5.45am	63.11	SANDSTONE 8.82	NA
J 67	E 85 W 85	20 15			1.55	1.15				s 10.07	s 6.05	71.93	HINCKLEY 0.37	H
					1.57	1.17			6.05	10.08	6.06	72.30	HINCKLEY TOWER N. P. Ry. Crossing	HT
J 59	179	11			2.16	1.37			6.14	s 10.19	s 6.22	80.14	BROOK PARK 7.84	BK
					A 2.17am	1.38			6.15	10.20	A 6.23am	80.54	BROOK PARK JCT. 1.40	
GA54		14				1.50				s 10.27		85.96	HENRIETTE 5.42	HN
GA49	82	33				2.02			6.25	s 10.35		91.37	GRASSTON 5.41	SA
GA43	55	59				2.14			6.30	s 10.44		96.66	BRAHAM 5.29	RA
GA40		16				2.21				s 10.49		100.06	STANCHFIELD 3.40	
GA38	15	28				2.27				s 10.54		102.57	GRANDY 2.51	SD
GA33	99	95				2.37			s 6.42	s 11.05		107.46	CAMBRIDGE 4.89	CG
GA27		55				2.49				s 11.14		113.10	ISANTI 5.64	IS
GA21	100	50				3.01			6.53	s 11.23		119.13	BETHEL 6.03	BE
GA15		20				3.13				f 11.32		125.28	CEDAR 6.15	
GA 9	99	18				3.25				f 11.39		131.23	ANDOVER 5.95	
G 13					A 3.40am			A 7.11pm	A 11.47am			136.90	COON CREEK JCT. 5.67	CN

TRAINS BETWEEN COON CREEK JUNCTION AND NORTHTOWN WILL BE GOVERNED BY NORTHERN PACIFIC TIME TABLE.

TRAINS BETWEEN NORTHTOWN AND ST. PAUL WILL BE GOVERNED BY TWIN CITY TERMINALS TIME TABLE.

								A 8.00pm	A 12.40pm		159.91	23.01	ST. PAUL	
			.23	.40	4.32	6.45		.33	2.41	3.47	.38			
			18.6	13.0	16.7	20.6		24.0	51.0	36.1	27.5			

Time Over Subdivision
Average Speed Per Hour

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

Special Rules, Page 4.

FIRST SUBDIVISION

EASTWARD 3

Time Table No. 46.

Effective June 25, 1939

FIRST CLASS

SECOND CLASS

STATIONS	Distance from St. Paul	FIRST CLASS					SECOND CLASS				SIGNS
		36	24	20	32		414	408	412		
		Daily Ex. Monday	Daily	Daily	Daily Ex. Sunday		Daily	Daily	Daily		
DULUTH.....	159.91	A 7.35Am	A 1.50Pm	A 8.00Pm							RKDNX
BRIDGE SWITCH.....	157.62	7.28	1.43	7.53							
TRAINS BETWEEN BRIDGE SWITCH AND ELEVATOR STATION WILL BE GOVERNED BY NORTHERN PACIFIC, DULUTH AND SUPERIOR TERMINALS TIME TABLE.											
ELEVATOR STATION.....	156.75										
SUPERIOR.....	155.78	s 7.20	s 1.35	s 7.45							RDN RKDNPW BCOX
BELKNAP ST.....	155.39						A 1.25Am	A 4.00Am	A 5.55Am		PX
25th ST.....	154.60										PX
CENTRAL AVE.....	151.62						1.05	3.40	5.35		
FIRST CLASS TRAINS BETWEEN CENTRAL AVE. TOWER AND BRIDGE SWITCH WILL BE GOVERNED BY NORTHERN PACIFIC, DULUTH AND SUPERIOR TERMINALS TIME TABLE.											
CENTRAL AVE. TOWER.....	151.31	7.08	1.23	7.36			1.03	3.38	5.33		RIDNPX
N. P. Ry. Crossing											I
M. ST. P. & S. S. M. CROS'G	150.50										IDNPX
SAUNDERS	149.58	7.04	1.20	7.33			12.57	3.32	5.27		RIDNP
Seventh Subdivision Junction											P
BOYLSTON.....	146.70	L 7.00Am	1.15	7.30			L 12.50Am	3.25	5.20		
Third Subdivision Junction											
DEDHAM.....	141.45		f 1.05	7.23				3.10	5.00		
FOXBORO.....	135.28		f 12.56	7.16				2.50	4.40		P
HOLYOKE.....	129.97		f 12.48					2.34	4.20		PW
NICKERSON.....	123.24		f 12.38	7.02				2.18	4.00		NPW
DUQUETTE.....	119.33		f 12.31					2.09	3.36		DP
KERRICK.....	116.79		f 12.27					2.03	3.30		
BRUNO.....	111.04		s 12.18	6.50				1.44	3.05		DP
ASKOV.....	102.66		s 12.04Pm	6.42				1.24	2.30		DP
SANDSTONE.....	96.80		s 11.55	s 6.36	A 5.00Pm			1.00	2.00Am		BORDNP
HINCKLEY.....	87.98		s 11.41		s 4.37			12.35	11.20Pm		WCX
HINCKLEY TOWER.....	87.61			6.24	4.36			12.05	10.58		DP
N. P. Ry. Crossing								12.03Am	10.56		DNPI
BROOK PARK.....	79.77		s 11.29	6.15	s 4.25			11.39	10.41		RDNPI
BROOK PARK JCT.....	79.37			6.14	L 4.21Pm			11.38	L 10.40Pm		IPW
HENRIETTE.....	73.95		s 11.21					11.24			P
GRASSTON.....	68.54		s 11.12	6.04				11.09			DP
BRAHAM.....	63.25		s 11.04	5.59				10.54			DP
STANCHFIELD.....	59.85		s 10.59					10.43			P
GRANDY.....	57.34		s 10.54					10.37			DP
CAMBRIDGE.....	52.45		s 10.45	s 5.49				10.23			DNP
ISANTI.....	46.81		s 10.34					10.08			DP
BETHEL.....	40.78		s 10.24	5.36				9.52			DPW
CEDAR.....	34.63		f 10.14					9.35			P
ANDOVER.....	28.68		f 10.06					9.20			P
COON CREEK JCT.....	23.01		L f 9.59Am	L 5.19Pm				L 9.00Pm			JRDNP

TRAINS BETWEEN COON CREEK JUNCTION AND NORTHTOWN WILL BE GOVERNED BY NORTHERN PACIFIC TIME TABLE.

TRAINS BETWEEN NORTHTOWN AND ST. PAUL WILL BE GOVERNED BY TWIN CITY TERMINALS TIME TABLE.

ST. PAUL.....		L 9.00Am	L 4.30Pm								
Time Over Subdivision		35	3.51	2.41	.39			35	7	7.15	
Average Speed Per Hour		22.6	35.5	51.0	26.8			14.9	18.9	10.5	

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

Special Rules, Page 4.

4 WESTWARD

SECOND SUBDIVISION

EASTWARD

Station Numbers	Car Capacity		SECOND CLASS		FIRST CLASS		Distance from Brook Park Jct.	Time Table No. 46. Effective June 25, 1939		Telegraph Calls	Distance from St. Cloud	SIGNS	FIRST CLASS		SECOND CLASS	
	Siding	Other Tracks	(306) 315	411		31							32		(305) 316	412
			Daily Ex. Sun.	Daily		Daily Ex. Sun.							Daily Ex. Sun.		Daily Ex. Sun.	Daily
			L 2.17Am		L 6.23Am			... BROOK PARK JUNCTION ...	59.63	JPWI	A 4.21 PM				A 10.40Pm	
J54	20		2.30		s 6.32	5.00	5.00	QUAMBA...	QU 54.63	P	s 4.12					10.25
J48	51	55	2.44		s 6.46	10.87	5.87	MORA...	MA 48.76	DP	s 4.00					10.10
J41	89	50	3.02		s 7.01	18.43	7.56	OGILVIE...	GO 41.20	DP	s 3.45					9.50
J34	24		3.18		s 7.14	25.31	6.88	BOCK...		P	s 3.32					9.32
J28	50	87	L 11.35Am	3.48	s 7.32	30.53	5.22	MILACA...	MU 29.10	BRDPWX	s 3.22			A 10.55Am		9.20
			A 11.40Am	3.53	7.34	31.17	0.64	MILACA JCT...		PJ	3.14			L 10.50Am		9.05
J25	34		4.00		s 7.40	33.82	2.65	FORESTON...	KN 25.81	P	s 3.09					8.55
J18	58	22	4.13		s 7.53	39.54	5.72	OAK PARK...	OX 20.09	P	s 2.57					8.41
J17	20		4.20		f 7.59	42.34	7.56	RONNEBY...		P	f 2.51					8.33
J14	89	43	4.26		s 8.11	44.62	2.31	FOLEY...	FY 15.01	DPW	s 2.46					8.25
J10	33		4.36		f 8.21	48.87	4.25	PARENT...		P	f 2.36					8.15
						58.09	9.22	N. P. RY. CROSSING...	EA 1.54	DNPI						
G63			5.05		f 8.37	58.30	0.21	EAST ST. CLOUD...		X	f 2.20					7.40
75	Yard	1390	A 5.20Am		A 8.45Am	59.63	1.33	ST. CLOUD...	DX 0.00	RKDNW CXYO	L 2.15Pm				L 7.30Pm	
			.05 10.	8.03 19.2	2.22 25.1			Time Over Subdivision Average Speed Per Hour			2.06 28.3			.05 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.

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... Passenger trains 35 miles per hour.
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.

Bridge No. 56, Holyoke... Q-2, N-2 and O class engines 10 miles per hour.

Bridge No. 60, Ogilvie... Q-2 class engines 20 miles per hour.

Bridge No. 39, Milaca... Q-2 class engines 10 miles per hour.
O-3 class engines 20 miles per hour.

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 Spring switch Fifth Ave. St. Cloud, is for Yard lead.

Supplement to Rule 509 (B). When a train is proceeding through a block on a STOP AND PROCEED indication, all facing point switches shall be examined before passing over them. When stopped by a STOP AND PROCEED indication at the leaving end of a siding, 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 the block every precaution, consistent with running orders, and the nature of the track ahead, should be taken to insure safe movement through the block.

Following trains will register by card at points named:

BoylstonAll trains.
Central Ave TowerFirst class westward trains, other trains not required to register.
Brook ParkAll trains.
Coon Creek Jct.All trains.

Extra trains will use double track in direction of current of traffic between 25th St. Superior, Allouez and Boylston, without running orders or clearance card.

Maximum Speed.

Between	Passenger	Freight
Duluth and Bridge Switch	25 miles per hour.	15 miles per hour.
Except 10 miles per hour limit opposite Cleveland Cliffs Dock.		
Superior and Sandstone	65 miles per hour.	50 miles per hour.
Except between Boylston and Nickerson.		
Trains will not exceed	55 miles per hour.	40 miles per hour.
Sandstone and Coon Creek Jct.	65 miles per hour.	50 miles per hour.
Brook Park and East St. Cloud	45 miles per hour.	30 miles per hour.

WESTWARD

THIRD SUBDIVISION

EASTWARD 5

Station Numbers	Car Capacity		SECOND CLASS		FIRST CLASS		Distance from Duluth	Time Table No. 46. Effective June 25, 1939 STATIONS		Telegraph Calls	Distance from Cass Lake	SIGNS	FIRST CLASS		SECOND CLASS	
	Siding	Other Tracks	413	421		35							36		414	
			Daily	Daily		Daily Ex. Sunday							Daily Ex. Monday		Daily	
J125			L 11.58Pm	L 11.10Pm		L 9.33Pm	13.22	DOUBLE TRACK	BOYLSTON First Subdivision Junction 5.91	J	149.40	JRDNPI	A 7.00Am		A 12.50Am	
Y251	99	2	12.10Am	11.20		f 9.43	19.13		DEWEY 3.88		143.49	P	f 6.50		12.40	
Y249			12.25	11.35		9.50	23.01		STATE LINE TOWER N. P. Ry. Crossing 5.99	S	139.61	DNPI	6.44		12.30	
							29.00		BRIDGE 6 3.93		133.62	IP				
Y236	85	14	12.50	12.05Am		s 10.12	32.93		CARLTON N. P. Ry. Crossing	A	129.69	DNPWI	s 6.29		12.05Am	
Y232						f 10.17	36.19		SCANLON 2.70		126.43	P	f 6.19		11.50	
Y229	96	169	1.15	12.20		s 10.26	38.89		CLOQUET 16.49	KN	123.73	DPXO	s 6.14		11.45	
Y213	82	158	2.30	1.30		s 10.56	53.38		BROOKSTON Eighth Subdivision Junction 7.85	BN	107.24	JRDNPW CXY	s 5.49		11.10	
Y205		9				f 11.09	63.23		PAUPORES 4.62		99.39	P	f 5.36		10.40	
Y200		12	3.00	1.46		f 11.17	67.85		MIRBAT		94.77	P	f 5.29		10.30	
Y195		68	3.12	1.58		s 11.26	73.20		FLOODWOOD 6.09	OD	89.42	DP	s 5.22		10.15	
Y189			3.24	2.10		f 11.34	79.29		ISLAND 6.51		83.33	P	f 5.11		10.00	
Y182		9	3.37	2.22		f 11.43	85.80		WAWINA 3.96		76.82	P	f 5.02		9.45	
Y178		176	3.46	A 2.35Am		s 11.55	89.76		SWAN RIVER Tenth Subdivision Junction 5.47	WA	72.82	JRDNPW Y	s 4.56		9.30	
Y172	29	6	3.57			s 12.05Am	95.23		WARBA	FS	67.39	P	s 4.44		9.00	
Y166		18	4.09			f 12.16	101.64		BLACKERRY 4.58		60.98	P	f 4.34		8.45	
Y161		293	4.26			12.23	106.22		GUNN Eleventh Subdivision Junction 3.05	GU	56.40	JPWXYI	4.26		8.35	
Y159		256	4.54			s 12.38	109.27		GRAND RAPIDS 4.90	GR	53.35	BRDNP X	s 4.21		8.20	
Y156	123	16	5.09			s 12.49	114.17		COHASSET 9.42	CH	48.45	DP	s 4.09		8.05	
Y145	42	77	5.44			s 1.14	123.59		DEER RIVER	RI	39.03	DNPWX	s 3.55		7.45	
Y138	70	16	5.59			f 1.28	130.62		BALL CLUB 12.91		32.00	P	f 3.42		7.20	
Y125	69	33	6.29			s 1.54	143.53		BENA 7.54	BA	19.09	DP	s 3.25		6.55	
Y118	123		6.44			f 2.09	151.07		SCHLEY 2.04		11.55	P	f 3.12		6.30	
Y106	Yard	690	A 7.10Am			A 2.35Am	162.62		M. ST. P. & S. S. M. RY. CROSSING 9.51		9.51	I RKDNBP JWCOYX	L 2.54Am		L 6.00Pm	
			7.12 20.7	3.25 22.4		5.02 29.5		Time Over Subdivision Average Speed Per Hour					4.06 36.4		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.

Maximum Speed.

Between	Passenger	Freight
Boylston and Cloquet	50 miles per hour.	40 miles per hour.
Cloquet and Cass Lake	60 miles per hour.	45 miles per hour.

Whistle Signals for Routes at Junctions and Interlocking Plants.

Routes—	Whistles—
Straight away	Two short, one long
Diverging line	Two long
Siding	Four short
Against current traffic	One long, one short

6 WESTWARD

FOURTH SUBDIVISION

Station Numbers	Car Capacity		THIRD CLASS			FIRST CLASS					Distance from Cass Lake	Time Table No. 46. Effective June 25, 1939		Telegraph Calls
	Sidings	Other Tracks		559	551			(136) 133	105	35		STATIONS		
				Daily Ex. Sun.	Daily Ex. Mon.			Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Mon.				
Y106	Yard	690	.....	L 7.30Am	.....	.....	.....	L 8.05Am	L 2.47Am	.....	.....	CASS LAKE.....	CS	
Y101	.....	15	.....	7.45	.....	.....	.....	f 8.13	f 2.53	4.13	.....	4.13 FARRIS.....	.....	
Y 96	69	10	.....	8.01	.....	.....	.....	f 8.21	f 3.01	9.75	.....	5.62 ROSBY.....	.....	
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	14.34	.....	4.59 M. & I. RY. CROSSING.....	.....	
Y 90	70	152	.....	8.45	.....	.....	.....	A 8.30Am	s 3.19	15.27	.....	0.93 BEMIDJI.....	BM	
.....														
Y 84	70	10	.....	9.15	.....	.....	.....	.....	s 3.32	21.51	.....	8.24 WILTON.....	N	
Y 78	.....	26	.....	9.45	.....	.....	.....	.....	s 3.45	27.55	.....	6.04 SOLWAY.....	SO	
Y 72	69	27	.....	10.05	.....	.....	.....	.....	s 3.58	33.75	.....	8.20 SHEVLIN.....	VN	
Y 65	75	57	.....	11.10	.....	.....	.....	.....	s 4.11	40.45	.....	6.70 BAGLEY.....	BY	
Y 58	101	92	.....	11.45	.....	.....	.....	.....	f 4.24	47.77	.....	7.32 EBRO.....	RO	
.....														
Y 52	70	23	.....	12.15Pm	.....	.....	.....	.....	s 4.37	53.79	.....	8.02 LENGBY.....	G	
Y 45	70	82	.....	12.50	.....	.....	.....	.....	s 4.53	60.83	.....	7.04 FOSSTON.....	FO	
Y 37	70	35	.....	1.15	.....	.....	.....	.....	s 5.09	68.41	.....	7.58 MCINTOSH.....	MO	
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	74.14	.....	5.73 M. ST. P. & S. S. M. RY. CROSSING.....	.....	
Y 31	72	37	.....	1.45	.....	.....	.....	.....	s 5.23	74.45	.....	0.31 ERSKINE.....	RS	
.....														
Y 24	71	34	.....	2.05	.....	.....	.....	.....	s 5.38	81.16	.....	6.71 MENTOR.....	MT	
Y 18	70	26	.....	2.50	.....	.....	.....	.....	5.48	86.74	.....	5.58 DUGDALE.....	.....	
Y 17	.....	.....	.....	2.54	L 3.20Pm	.....	.....	L f 7.25Pm	f 5.50	87.84	.....	1.10 TILDEN JUNCTION.....	ON	
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	N. P. RY. CROSSING.....	.....	
Y 12	70	29	.....	3.07	3.33	.....	.....	f 7.34	f 5.58	92.68	.....	4.84 BENOIT.....	.....	
Y 6	.....	34	.....	3.27	3.48	.....	.....	f 7.45	f 6.07	99.36	.....	6.68 BURWELL.....	.....	
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	102.56	.....	8.20 N. P. RY. CROSSING.....	.....	
A298	Yard	418	.....	A 3.45Pm	A 4.03Pm	.....	.....	A 7.55Pm	A 6.15Am	104.93	.....	2.87 CROOKSTON YARD.....	CA	
TRAINS BETWEEN CROOKSTON YARD AND CROOKSTON BE GOVERNED BY DAKOTA DIVISION TIME TABLE.														
.....								A 8.00Pm		A 6.20Am	106.91		1.98 CROOKSTON.....	
.....				8.15	.43			.30	.25	3.28			Time Over Subdivision	
.....				12.7	23.8			34.1	38.6	30.2			Average Speed Per Hour	

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.

FOURTH SUBDIVISION

EASTWARD 7

Time Table No. 46.

Effective June 25, 1939

STATIONS	Distance from Crockston	FIRST CLASS						THIRD CLASS				SIGNS
		36	106	(135) 134				552	560			
		Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.				Daily Ex. Sun.	Daily Ex. Sun.			
CASS LAKE.....	106.91	A 2.47Am	A 11.10Am						A 3.15Pm			BJRDNKW CYOX
FARRIS.....	102.78	f 2.40	f 11.02						3.05			P
ROSSBY.....	97.16	f 2.32	f 10.53						2.50			P
M. & I. RY. CROSSING.....	92.57											I
BEMIDJI.....	91.64	s 2.23	L 10.45Am						2.40			BRDNPWX
WILTON.....	85.40	s 2.06							2.05			DP
SOLWAY.....	79.36	s 1.55							1.40			DP
SHEVLIN.....	73.16	s 1.43							1.05			DP
BAGLEY.....	66.46	s 1.31							12.15Pm			DPW
EBRO.....	59.14	f 1.18							11.45			DPY
LENGBY.....	53.12	s 1.09							11.15			DP
FOSTON.....	46.08	s 12.56							10.45			DPWCX
McINTOSH.....	38.50	s 12.42							10.05			DP
M. ST. P. & S. S. M. RY. CROSSING.....	32.77											I
ERSKINE.....	32.46	s 12.32							9.40			DPW
MENTOR.....	25.75	s 12.20							8.40			DP
DUGDALE.....	20.17	12.08							8.20			P
TILDEN JUNCTION.....	19.07	f 12.06Am	A f 9.43Am					A 7.35Am	8.15			RDPI
N. P. RY. CROSSING.....	14.23	f 11.58	f 9.33					7.15	8.00			P
BENOIT.....	7.55	f 11.49	f 9.21					6.36	7.40			P
BURWELL.....												
N. P. RY. CROSSING.....	4.35											PI
CROOKSTON YARD.....	1.98	L 11.40Pm	L 9.10Am					L 6.15Am	L 7.30Am			RNWCYX

TRAINS BETWEEN CROOKSTON YARD AND CROOKSTON BE GOVERNED BY DAKOTA DIVISION TIME TABLE.

1.98 CROOKSTON.....	L 11.35Pm	L 9.05Am										RDNKX
Time Over Subdivision	3.07	.25	.33				1.25	7.45				
Average Speed Per Hour	33.6	36.6	31.0				12.0	13.5				

Special Rules—Continued.

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

Maximum Speed.
Between Passenger Freight
Cass Lake and Crockston Yard.....60 miles per hour. 45 miles per hour.

8 WESTWARD				FIFTH SUBDIVISION										EASTWARD			
Station Numbers	Car Capacity		THIRD CLASS		FIRST CLASS		Distance from Sauk Centre	Time Table No. 46. Effective June 25, 1939				Telegraph Calls	SIGNS	FIRST CLASS		THIRD CLASS	
	Sidings	Other Tracks	523		105			STATIONS						106		524	
			Daily Ex. Sun.		Daily Ex. Sun.									Daily Ex. Sun.		Daily Ex. Sun.	
117		195			L 2.30Am		0.00	SAUK CENTRE				AU	JRDN WCX	A 4.45Pm			
TRAINS BETWEEN PARK RAPIDS JCT. AND SAUK CENTRE BE GOVERNED BY DAKOTA DIVISION TIME TABLE.																	
				L 3.50Am		L 2.33Am	0.16	0.16 PARK RAPIDS JCT.						A 4.42Pm		A 12.40Pm	
							0.68	0.52 N. P. Ry. CROSSING					I				
K-10		5		4.15		s 2.48	10.40	9.72 LITTLE SAUK						s 4.22		12.10Pm	
K-14		15		4.24		s 2.55	13.86	3.46 ROUND PRAIRIE						s 4.16		11.55	
K-18	51	47		5.20		s 3.08	18.80	4.74 LONG PRAIRIE				NE	D	s 4.06		11.35	
K-24	31	28		5.50		s 3.24	26.46	7.86 BROWERVILLE				VI	D	s 3.39		11.00	
K-32		31		6.10		s 3.35	31.84	5.38 CLARISSA				RU	D	s 3.27		10.35	
K-36	34	32		6.35		s 3.46	36.53	4.69 EAGLE BEND				GD	DW	s 3.16		10.15	
K-44	32	30		6.55		s 4.06	44.04	7.51 BERTHA				BR	D	s 3.01		9.35	
K-48		27		7.15		s 4.16	48.07	4.03 HEWITT				HW	D	s 2.51		9.15	
K-56		52		7.40 7.55		s 4.36	56.21	8.14 WADENA				WD	DW	s 2.36		8.15 7.55	
							56.44	0.23 N. P. Ry. CROSSING					I				
K-60		28		8.15		f 4.46	60.53	4.09 LEAF RIVER						f 2.20		7.45	
K-70	23	21		9.00		s 5.10	70.46	9.93 SEBEKA				SK	D	s 2.03		7.15	
K-79		27		9.35		s 5.30	79.19	8.73 MENAHGA				MH	D	s 1.43		6.50	
K-83		7		9.45		f 5.39	83.31	4.12 HORTON						f 1.35		6.30	
K-91	30	85		10.25		s 6.08	91.19	7.88 PARK RAPIDS				J	DW X	s 1.20		6.08	
K-98		16		10.40		s 6.21	97.76	6.57 DORSET				DE		s 1.05		5.25	
K-103		36		11.00		s 6.34	103.09	5.33 NEVIS				N	D	s 12.55		5.05	
K-109		65		11.35		s 6.47	109.32	6.23 AKELEY				AY	DW	s 12.43		4.40	
K-119		26		12.25Pm		s 7.04	118.84	9.52 WALKER				K	D	s 12.25		4.00	
							120.94	2.10 M. & I. Ry. CROSSING									
K-124		15		12.55		f 7.15	124.21	3.27 LEECH LAKE						f 12.09Pm		3.30	
K-131		12		1.15		s 7.29	130.93	6.72 WILKINSON						s 11.56		3.15	
Y-106	Yard	690		A 1.45Pm		A 7.54Am	140.40	9.47 CASS LAKE				CS	BJRKDN OWCX	L 11.34Am		L 2.50Am	
				9.55 14.1		5.21 26.2		Time Over Subdivision Average Speed Per Hour						5.08 27.3		9.50 14.2	

Special Rules.

Westward trains are superior to eastward trains of the same class.
Normal position wye switch at Cass Lake is for west leg of wye.

Maximum Speed.
Between Passenger Freight
Park Rapids Jct. and Cass Lake 35 miles per hour. 25 miles per hour.

WESTWARD SIXTH SUBDIVISION EASTWARD

Station Numbers	Car Capacity		SECOND CLASS		Distance from Elk River	Time Table No. 46. Effective June 25, 1939.		Telegraph Calls	SIGNS	SECOND CLASS	
	Siding	Other Tracks	305	Daily Ex. Sun.		STATIONS				306	Daily Ex. Sun.
G-28			L 8.52Am	0.00	ELK RIVER	ER	JRD NW	A 1.37Pm			

TRAINS BETWEEN N. P. RY. JCT. AND ELK RIVER BE GOVERNED BY N. P. RY. TIME TABLE.

			L 8.54Am	0.74	N. P. Ry. JCT.	WR	I	A 1.25Pm	
H-11	33		s 9.25	10.23	ZIMMERMAN			s 1.00	
H-20	47	93	s 10.05	19.16	PRINCETON	CT	DX	s 12.30	
H-24	22		s 10.20	23.36	LONG'S SIDING			s 12.10Pm	
H-29	16		s 10.38	28.58	PEASE	EA		s 1.55	
			A 10.50Am	32.56	MILACA JCT.		JP	L 1.40Am	

TRAINS BETWEEN MILACA JCT. AND MILACA BE GOVERNED BY SECOND SUBDIVISION SCHEDULES.

J-28			A 10.55Am	33.19	MILACA	MU	RDPB WCX	L 1.35Am	
			1.56		Time Over Subdivision			1.45	
			16.4		Average Speed Per Hour			18.1	

Special Rules—Sixth Subdivision.

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

Maximum Speed.

Between Elk River and Milaca Jct. All trains 25 miles per hour.

SEVENTH SUBDIVISION WESTWARD EASTWARD

Station Numbers	Car Capacity		Distance from Allouez	Time Table No. 46.		Telegraph Calls	SIGNS	
	Sidings	Other Tracks		Effective June 25, 1939.				
STATIONS								
YA 26	Yard	4946	.....	Double Track	ALLOUEZ.....	Automatic Block Signals	BJ	RKPWC
J 130	Yard	166	4.25		4.25.....SAUNDERS..... First Subdivision Jct.		B	YXIB PXI

EIGHTH SUBDIVISION WESTWARD EASTWARD

Station Numbers	Car Capacity		Distance from Brookston	Time Table No. 46.		Telegraph Calls	Distance from Kelly Lake	SIGNS
	Sidings	Other Tracks		Effective June 25, 1939.				
STATIONS								
Y 213	82	158	.....	BROOKSTON..... Third Subdivision Junction 5.21		BN	50.33	JRDNPW CXY
YD 4	.....	19	5.21	ARLBERG..... 5.99			45.12	P
YD 11	65	2	11.20	BADEN..... 9.90			39.13	P
YD 21	74	2	21.10	DUMBLANE..... 9.97			29.23	PW
YA 5		17	31.07	CASCO.....			19.26	P
YA12		16	37.88	ONEGA..... 5.96			12.45	P
			43.84	D. M. & I. R. Ry. CROSSING..... 0.81			6.49	I
YA19		17	44.65	RILEY..... 5.68			5.68	P
YB25¾	Yard	1300	50.33	KELLY LAKE..... Tenth Subdivision Junction		KY		BRKDNP WCYX

NINTH SUBDIVISION WESTWARD EASTWARD

Station Numbers	Car Capacity		Distance from Chisholm	Time Table No. 46.		Telegraph Calls	Distance from Kelly Lake	SIGNS
	Sidings	Other Tracks		Effective June 25, 1939.				
				STATIONS				
YC 1		55		CHISHOLM		CM	10.75	DPX
			0.75	Jct. with D. M. & I. R. Ry.			10.00	
			2.65	DUNWOODY			8.10	
				Jct. with D. M. & I. R. Ry.				
YD59	Yard	108	4.53	EMMERT TOWER		RN	6.22	PI
				D. M. & I. R. Ry. Crossing				
				Tenth Subdivision Junction				

Special Rules—Seventh, Eighth, Ninth, Tenth and Eleventh Subdivisions.

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

Double Track Extends from Allouez to Bridge A-8.

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

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.

Maximum Speed.

Between	Passenger	Freight
Saunders and Allouez	20 miles per hour.	20 miles per hour.
Brookston and Kelly Lake	30 miles per hour.	30 miles per hour.
Swan River and Virginia	45 miles per hour.	35 miles per hour.
Kelly Lake and Gunn	45 miles per hour.	35 miles per hour.

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

11

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.

Trains moving against the current of traffic on double track through interlocking plants, or where governed by dwarf signals, shall not exceed 15 MPH.

Conditions may require a further speed restriction for all trains, per special rules, and at drawbridges the speed of trains shall not exceed 15 MPH.

STANDARD INTERLOCKING RULE 672, SUPPLEMENTED BY THE FOLLOWING SHALL GOVERN IN THE USE OF AUTO- MATIC INTERLOCKING PLANTS. ADDITIONAL INSTRUCTIONS AS REQUIRED WILL BE POSTED IN "RELEASE" BOXES.

If smashboards or semaphore type signals are not in use, trainman, before giving hand signals in accordance with rule 672, shall place a burning red fusee at each home signal on conflicting routes.

If smashboards or semaphore type signals are in use and may be plainly seen to be in their "Normal" position (set against train movements on conflicting routes), the placing of fusees will not be required.

When necessary to operate smashboard mechanism by hand, crank for this purpose is located in "Release" box. Crank must be inserted in shaft on back of smashboard mechanism, after opening small cover locked with standard switch lock. Crank should be turned slowly and uniformly until movement has completed its entire stroke and smashboard has been moved to its "Reverse" position. When operation is completed, small cover must be locked and crank returned to the "Release" box.

BRIDGE 6—THIRD SUBDIVISION

"Release" for westward route on westward track is located in release box at eastward home signal.

"Release" for eastward route on eastward track is located in release box at westward home signal.

Cranks for hand operation of smashboard mechanisms are attached by chains to the mechanisms.

If train moving against regular current of traffic is stopped by a dwarf home signal, trainman will operate release located in "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 smashboard at opposite end of gauntlet is in the "Reverse" position.

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.

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.

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.

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.**

MAXIMUM SPEED.

Loaded ore trains 30 miles per hour.
Engines backing up 20 miles per hour.

MAXIMUM SPEED OF LOCOMOTIVES.

Class—	
R-1, R-2, N-2	35 MPH
O-1, O-3, O-4, O-6, O-7, O-8	50 MPH
O-5	50 MPH
Q-1	45 MPH
Q-2	50 MPH
F-8, G-3	40 MPH

BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIME TABLE

NAME	LOCATION	Capacity Cars
First Subdivision		
Howe's Spur	1.38 miles east of Henriette.....	9
Second Subdivision		
Brunson	2.21 miles west of Mora.....	4
Third Subdivision		
Wingate	3.21 miles east of Carlton.....	58
Flint	1.77 miles east of Brookston.....	132
Hartley's Spur	1.02 miles west of Island.....	8
Page & Hills	1.37 miles west of Schley.....	11
Webster Lumber Co.	5.26 miles west of Schley.....	13
Fourth Subdivision		
Thorson's	3.41 miles west of Benoit.....	7
Fifth Subdivision		
Raboin's Spur	2.56 miles west of Wilkinson.....	9
Rockwood	5.21 miles east of Sebeka.....	7
Redwood Rendering Co.	1.50 miles west of Long Prairie	35
Tenth Subdivision		
Coal Spur	2.46 miles east of Buhl.....	3
Parkville Oil Spur	1.50 miles west of Virginia.....	4
Newcombs Oil Spur	1.00 miles east of South Hibbing	4
Eleventh Subdivision		
Kevin Siding	2.07 miles west of Nashwauk.....	28

MINE SPURS

NAME	LOCATION
Stevenson	0.52 miles east Kelly Lake.
Mahoning, So. Agnew, Smith, Agnew	1.81 miles east Kelly Lake.
Hull Crusher	0.50 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	1.70 miles east North Mitchell.
Billings	2.05 miles west Buhl.
Grant	1.21 miles west Buhl.
Wabigon	0.25 miles west Buhl.
Harold-South Uno	1.53 miles east Kelly Lake.
Utica	2.08 miles east Kelly Lake.
Kinney, Helmar	2.94 miles east Buhl.
Wacoutah	3.83 miles west Virginia.
Hanna	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, Mississippi St. Paul-washer	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, Judd	0.37 miles east Bovey.
Holman	1.83 miles east Bovey.
Greenway	2.80 miles east Gunn.
Canisteo	1.50 miles west Coleraine.