

NORTHERN PACIFIC RAILWAY COMPANY.

LAKE SUPERIOR DIVISION.

THIRD DISTRICT.

No. 15B

TIME TABLE

No. 15B

TO TAKE EFFECT AT 12:01 P. M.

(CENTRAL OR 90th MERIDIAN TIME.)

SUNDAY, MARCH 31st, 1901.

For the government of employes 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 Rules, and always have for reference a copy of the TRANSPORTATION RULES.

J. W. KENDRICK,
Second Vice President.

M. C. KIMBERLY,
Gen'l Superintendent.

E. L. BROWN,
Superintendent.

T. J. DeLAMERE,
Supt. Car Service.

West Bound.

MINNEAPOLIS TO WHITE BEAR.

THIRD DISTRICT.

WAY FRT No. 91	FAST FRT No. 97	MIXED No. 59	PASSENGER No. 1	PASSENGER No. 3	PASSENGER No. 5	PASSENGER No. 7	PASSENGER No. 47	Water, Coal, Stoves, Tables, and Wagon	Time Table No. 15B March 31st, 1901. Succeeding No. 15A	Distance from Minn. polls
Third Class	Second Class	Second Class	First Class	First Class	First Class	First Class	First Class		STATIONS	
EX. SUNDAY	DAILY	EX. SUNDAY	EX. SUNDAY	DAILY	DAILY	EX. SUNDAY	EX. SUNDAY		W T	
			De 8.10 AM Via N. P.	De 2.00 PM Via C. M. & St. P.	De 10.30 PM Via N. P.	De 3.25 PM Via N. P.			Minneapolis	0.0
			De 8.50 AM	De 2.25 PM	De 11.10 PM	De 4.05 PM	De 6.10 PM		St. Paul U. D.	10.9
			* 8.53	* 2.30	11.13	* 4.08	* 6.13		C. B. & Q. R. R. Crossing	0.5
De 7.00 AM	De 7.40 PM								Third St. Jct.	11.4
7.10	7.50		8.59	* 2.35	11.20	4.14	6.19		East Seventh Street	13.4
7.20	7.51		* 9.00		11.21	* 4.15	* 6.20		Claymont	13.9
7.30	8.00		9.04	2.40	11.27	4.20	6.25		Gladstone	15.9
7.50	8.20	De 7.45 PM	* 9.15	* 2.50	11.38	* 4.30	* 6.33		W. C. R. R. Crossing	5.2
7.55	8.23	7.48	F 9.17		11.40	4.32	6.35		M. & D. Jct.	21.1
Ar 8.00 AM	Ar 8.25 PM	Ar 7.55 PM	Ar 9.20 AM	Ar 2.55 PM	Ar 11.45 PM	Ar 4.35 PM	Ar 6.40 PM		Lake Shore	21.7
EX. SUNDAY	DAILY	EX. SUNDAY	EX. SUNDAY	DAILY	DAILY	EX. SUNDAY	EX. SUNDAY		White Bear	22.3

Station Numbers	STATIONS	Distance from Minn. polls
	Minneapolis	0.0
	10.9	
L 152	St. Paul U. D.	10.9
	C. B. & Q. R. R. Crossing	0.5
	Third St. Jct.	11.4
	2.0	
L 150	East Seventh Street	13.4
	0.5	
L 149	Claymont	13.9
	2.0	
L 147	Gladstone	15.9
	W. C. R. R. Crossing	5.2
L 142	M. & D. Jct.	21.1
	0.6	
L 141 1/2	Lake Shore	21.7
	0.6	
L 141	White Bear	22.3

West Bound.

WHITE BEAR TO HINCKLEY.

THIRD DISTRICT.

WAY FRT No. 91	FAST FRT No. 97	PASSENGER No. 1	PASSENGER No. 3	PASSENGER No. 5	PASSENGER No. 7	Water, Coal, Stoves, Tables, and Wagon	Siding Capacity In Cars	Time Table No. 15B March 31st, 1901. Succeeding No. 15A	Distance from Minn. polls
Third Class	Second Class	First Class	First Class	First Class	First Class			STATIONS	
EX. SUNDAY	DAILY	EX. SUNDAY	DAILY	DAILY	EX. SUNDAY			W T	
De 8.45 AM	De 8.50 PM	De 9.22 AM	De 2.57 PM	De 11.55 PM	De 4.40 PM		150	White Bear	22.3
8.52	8.54	9.24	F 2.59	11.59 PM	4.44		Y	Bald Eagle	23.3
Ar 9.25	9.08	9.30 P 91	* 3.05	12.10 AM	4.54		70	Hugo	27.5
De 9.35	9.30	9.42	* 3.16	12.31	5.13		W 70	Forest Lake	35.9
10.11	9.30			F				4.2	
10.35	9.45	9.50	3.25 M 90	12.42	5.25 PM		WY 120	Wyoming	40.1
11.00	9.57	9.57	* 3.31	12.52	Ar M 4		85	Stacy	44.3
11.40 AM	10.18	10.11	* 3.42	F 1.10	EX. SUNDAY		200	North Branch	52.2
					See page 7.			5.1	
12.10 PM	10.35	10.21	* 3.49	F 1.23			105	Harris	57.3
Ar 12.50	10.55	10.33 M 90	4.00	1.41			WY 120	Rush City	64.2
De 1.05	11.12	10.42	* 4.08	F 1.53			64	Rock Creek	69.3
1.45								4.8	
2.20	11.27	10.51	4.17	2.05 M 98			W 80	Pine City	74.1
3.05	11.44 PM	11.01	* 4.27 M 4	F 2.17			65	Beroun	80.1
3.35		11.07	* 4.33	F 2.23			10	Mission Creek	83.9
4.00 PM	12.05 AM	11.15 AM	4.37 PM	2.30 AM			W 150	E. M. R. R. Crossing	3.2
Ar	Ar	Ar	Ar	Ar				Hinckley	87.1
EX. SUNDAY	DAILY	EX. SUNDAY	DAILY	DAILY					

Train No. 3 has right of track over all trains excepting No. 4.

Passenger trains will wait 20 minutes at White Bear for connections.

THIRD DISTRICT.

WHITE BEAR TO MINNEAPOLIS.

East Bound.

WAY FRT No. 90	FAST FRT No. 98	MIXED No. 60	PASSENGER No. 2	PASSENGER No. 4	PASSENGER No. 6	PASSENGER No. 8	PASSENGER No. 24	Distance from Duluth	Time Table No. 15B March 31st, 1901 Succeeding No. 15A	Telegraph Calls
Third Class	Second Class	Second Class	First Class	First Class	First Class	First Class	First Class			
EX. SUNDAY	DAILY	DAILY	EX. SUNDAY	DAILY	DAILY	EX. SUNDAY	EX. SUNDAY			
			Ar 3.30 P M Via N. P.	Ar 7.00 P M Via C. M. & St. P.	Ar 7.55 A M Via N. P.	Ar 9.55 A M Via N. P.		162.9	STATIONS Minneapolis 10.9	
			Ar 2.50 P M	Ar 6.30 P M	Ar 7.15 A M	Ar 9.15 A M	Ar 8.25 A M	152.0	St. Paul U. D. C.R. & Q.R.R. Crossing. 0.5	U
Ar 6.00 P M	Ar 6.10 A M		2.45	6.25	7.10	9.10	8.20	151.5	Third St. Jct. 2.0	DI
5.40	5.55		2.40	* 5.20	7.04	9.05	8.15	149.5	East Seventh St. 0.5	PO
5.38	5.53		* 2.39	* 6.19	* 7.03	* 9.04	8.14	149.0	Claymont 2.0	
5.30	5.45		2.35	* 6.15	6.58	9.00	8.10	147.0	Gladstone W.C.R.R. Crossing. 5.2	SJ
5.06	5.21	See Page 6 Ar 6.55 A M	* 2.24	* 6.04	* 6.43	* 8.50	8.00	141.8	M. & D. Jct. 0.6	
5.03	5.18	6.50	F 2.22	* 6.02	F 6.41	8.48	7.58	141.2	Lake Shore 0.6	
De 5.00 P M	De 5.15 A M	De 6.45 A M	De 2.20 P M	De 6.00 P M	De 6.38 A M	De 8.45 A M	De 7.55 A M	140.6	White Bear	N X
EX. SUNDAY	DAILY	DAILY	EX. SUNDAY	DAILY	DAILY	EX. SUNDAY	EX. SUNDAY			

THIRD DISTRICT.

HINCKLEY TO WHITE BEAR.

East Bound.

WAY FRT No. 90	FAST FRT No. 98	PASSENGER No. 2	PASSENGER No. 4	PASSENGER No. 6	PASSENGER No. 8	Distance from Duluth	Time Table No. 15B March 31st, 1901 Succeeding No. 15A	Station Numbers	Telegraph Calls
Third Class	Second Class	First Class	First Class	First Class	First Class				
EX. SUNDAY	DAILY	EX. SUNDAY	DAILY	DAILY	EX. SUNDAY				
Ar 4.30 P M	Ar 5.00 A M	Ar 2.20 P M	Ar 5.58 P M	Ar 6.30 A M	Ar 8.45 M 91	140.6	White Bear M.S.P. & S. St. M.R.R. Cr. 1.0	L 141	X
4.22	4.55	2.15	F 5.55	6.27	8.42	139.6	Bald Eagle 4.2	L 140	JN
4.10	4.42	2.08	* 5.47	F 6.18	8.33	135.4	Hugo 8.4	L 135	VN
3.43	4.15	1.54	* 5.35	F 5.57	8.18	127.0	Forest Lake 4.2	L 127	ST
De 3.25 M 3	4.00	1.45	5.28 M 7	5.47	8.10 A M	122.8	Wyoming 4.2	L 123	WI
Ar 3.05	3.46	1.36	* 5.22	F 5.37	EX. SUNDAY	118.6	Stacy 7.9	L 119	CA
2.45	3.20	1.20	* 5.10	F 5.18		110.7	North Branch 5.1	L 111	CH
1.44	3.03	1.10	* 5.01	F 5.05		105.6	Harris 6.9	L 106	HA
De 1.05 P M 1 & 91	2.40	12.57 P 90	4.51	4.47		98.7	Rush City 5.1	L 99	RC
Ar 8.30 A M 91	2.23	12.47 M 91	* 4.43	F 4.34		93.6	Rock Creek 4.8	L 94	RK
8.10	De 2.05 M 5	12.37	4.36	4.22		88.8	Pine City 6.0	L 89	J
7.50	Ar 2.00	12.25	* 4.27 M 3	F 4.07		82.8	Beroun 3.8	L 83	RN
7.25	1.32	12.17	* 4.22	F 3.55		79.0	Mission Creek E.M.R.R. Cr. 3.2	L 79	
7.12		12.10 P M	4.17 P M	3.47 A M		75.8	Hinckley	L 76	HN
7.00 A M	De 1.00 A M	De	De	De					
EX. SUNDAY	DAILY	EX. SUNDAY	DAILY	DAILY					

Train No. 3 has right of track over all trains excepting No. 4.

Passenger trains will wait 20 minutes at White Bear for connections.

West Bound.

HINCKLEY TO DULUTH.

THIRD DISTRICT.

WAY FRT No. 93	FAST FRT No. 97	MIXED No. 143	PASSENGER No. 1	PASSENGER No. 3	PASSENGER No. 5	Water, Coal, Siding and Wagon	Siding Capacity in Cars	Time Table No. 15B March 31st, 1901. Succeeding No. 15A	Distance from Minno- apolis.	
Third Class EX. SUNDAY	Second Class DAILY	Second Class EX. SUNDAY	First Class EX. SUNDAY	First Class DAILY	First Class DAILY	WCST		STATIONS		
De 8.00 A M	De 12.20 A M		De 11.20 A M	De 4.42 P M	De 2.45 A M		150	Hinckley 4.8	87.1	
8.20			11.29 F	* 4.49	F 2.56		12	Friesland 4.7	91.9	
Ar 8.45 De 9.45	12.55		11.38 M 2	* 4.55	3.10 M 6	Y	80	Miller 3.6	96.6	
10.00			11.45	* 5.00	F 3.20		70	Finlayson 5.0	100.2	
10.37	1.32		11.55 A M	* 5.08	3.32	W	74	Rutledge 4.0	105.2	
Ar 11.08 De 11.13 M 2	1.50		12.02 P M	* 5.14	F 3.42		65	Willow River 4.4	109.2	
11.37 A M	Ar 2.10 De 2.15 M 6		12.11	* 5.20	F 3.53		125	Sturgeon Lake 5.9	113.6	
12.07 P M M 92	2.30		12.21 M 92	* 5.29	F 4.07		91	Moose Lake 4.6	119.5	
Ar 12.25 De 12.35	2.44		12.30 P 93	* 5.35	F 4.18	W	85	Barnum 6.0	124.1	
1.09	3.01		12.40	* 5.43	F 4.33		100	Mahtowa 6.0	130.1	
1.37	3.16		12.52 *	* 5.51	* 4.49		66	Otter Creek 2nd Dist. Cross'g 6.2 E.M.R.E. Cross'g	136.1	
Ar 2.10 De 2.55 M 4	3.40		1.03	6.00	5.05	WCST	286	Carlton 1.3	142.8	
2.58	3.45		F 1.06	* 6.02	F 5.09		35	Thomson 3.1	143.6	
3.17	3.58		F 1.12	* 6.07	F 5.18		64	Howell 4.9	146.7	
3.40	4.20		F 1.21	* 6.16	F 5.32		80	Short Line Park 3.4	151.6	
3.52	4.35		F 1.30	* 6.22	F 5.42		35	Smithville 2.1	155.0	
4.08	4.43	De 11.35 A M	* 1.34	* 6.25	5.50			West End Junction 0.9	157.1	
4.10	4.45	11.37	* 1.37	6.28	5.53			West Superior Junc. 0.7		
			1.39	6.30	5.55			59th Avenue 3.0		
			1.50 P M	6.40 P M	6.10 A M			West Superior		
4.15	4.50	11.39	Ar	Ar	Ar	WY	Y	West End 0.7	158.0	
4.20	5.10	11.41	See Duluth and Superior Short Line Time Table	See Duluth and Superior Short Line Time Table	See Duluth and Superior Short Line Time Table	D. M. & N. PASSENGER No. 137	35	West Duluth 0.5	158.7	
4.25	5.12	11.45						First Class	Oneota 1.8	159.2
4.40	5.16	11.50						EX. SUNDAY	D. M. & N. Junction 0.6	161.0
4.50 P M	5.20 A M	11.55						De * 3.30 P M	20th Avenue 2nd Dist. Jct. 0.4	161.6
Ar	Ar							Rice's Point 0.9	162.0	
EX. SUNDAY	DAILY	11.56 A M						Duluth	162.9	
		12.00 Noon	2.10 P M	7.00 P M	6.30 A M					
		Ar	Ar	Ar	Ar					
		EX. SUNDAY	EX. SUNDAY	DAILY	DAILY					

On Sundays No. 3 will stop at Rutledge.

Train No. 1 has right of track over No. 2 West Superior Jct. to West Superior.

Train No. 3 has right of track over all trains excepting No. 4.

Train No. 3 has right of track over No. 4 West Superior Jct. to West Superior.

No. 2 will take siding for No. 1, and No. 6 for No. 5.

THIRD DISTRICT.

DULUTH TO HINCKLEY.

East Bound.

WAY FRT No. 92	FAST FRT No. 98	MIXED No. 142	PASSENGER No. 2		PASSENGER No. 4		PASSENGER No. 6		Distance from Duluth	Time Table No. 15B March 31st, 1901 Succeeding No. 15A	STATIONS	Station Numbers	Telegraph Calls
			First Class	First Class	First Class	First Class	First Class	First Class					
EX. SUNDAY	DAILY	EX. SUNDAY	EX. SUNDAY	DAILY	DAILY	DAILY	DAILY	DAILY					
Ar 3.30 P M	Ar 12.15 M 97		Ar 11.58 A M	Ar 4.12 P M	Ar 3.32 A M				75.8		Hinckley	L 76	HN
3.02	11.55 P M		11.45	* 4.05	F 3.20				71.0		Friesland	L 71	AD
2.40	11.43		11.38 M 1	* 3.59	3.10 M 5				66.3		Miller	L 66	MR
2.20	11.30		11.30	* 3.54	F 2.59				62.7		Finlayson	L 62	FD
1.50	11.15		11.21	* 3.48	2.42				57.7		Rutledge	L 58	RD
1.22	11.04		11.13 M 93	* 3.42	F 2.30				53.7		Willow River	L 54	RA
12.57	10.54		11.05	* 3.35	2.15 M 97				49.3		Sturgeon Lake	L 49	SG
De 12.21 M 1 Ar 12.07 M 93	10.38		10.53	* 3.28	F 1.56				43.4		Moose Lake	L 43	MU
11.43 A M	10.27		10.43	* 3.22	F 1.40				38.8		Barnum	L 39	BR
11.10	10.12		10.30	* 3.13	F 1.20				32.8		Mahtowa	L 33	F
10.35	9.57		10.18	* 3.04	* 1.00				26.8		Otter Creek	L 26	
De 10.10 2 P Ar 9.00	De 9.40 Ar 9.25		10.05 P 92	2.55 M 93	12.40				20.6		Carlton	L 21	UN
8.53	9.18		10.02	* 2.52	12.35				19.3		Thomson	L 19	
8.35	9.03		F 9.55	* 2.47	12.22				16.2		Howell	L 16	
8.08	8.45		F 9.43	* 2.38	12.03 A M				11.3		Short Line Park	L 11	BN
7.48	8.25		F 9.34	* 2.31	11.49 P M				7.9		Smithville	L 8	
7.37	8.15	See Page 7	Ar 9.40 A M	* 9.28	* 2.27	11.40			5.8		West End Jct.	L 6	JC
			9.30	* 9.27	* 2.26	11.38					West Superior Jct.		
			9.26	2.24	11.37						59th Avenue		ND
			9.15 A M	2.10 P M	11.25 P M						West Superior	WB 67	
7.32	8.05	9.27							4.9		West End	L 5	
7.28	8.00	9.26							4.2		West Duluth	L 04	WU
7.25	7.58	9.24							3.7		Oneota	L 4	
7.14	7.49	9.19							1.9		D. M. & N. Junct.	L 02	
7.10 A M	7.45 P M	9.18							1.3		20th Avenue	L 2	AU
De	De								0.9		Rice's Point	L 1	RH
EX. SUNDAY	DAILY	9.08							0.0		Duluth	WB 71	DU
		9.05 A M	9.00 A M	1.55 P M	11.10 P M	7.45 A M							
		EX. SUNDAY	EX. SUNDAY	DAILY	DAILY	EX. SUNDAY							

Train No. 1 has right of track over No. 2 West Superior Junc. to West Superior.
 Train No. 3 has right of track over all trains excepting No. 4.
 Train No. 3 has right of track over No. 4 West Superior Junc. to West Superior.

No. 2 will take siding for No. 1 and No. 6 for No. 5.

**STILLWATER TO MINNEAPOLIS.
MINNEAPOLIS AND STILLWATER BRANCHES.**

East Bound.

MIXED No. 60	MIXED No. 62	Distance from Stillwater	Time Table No. 15B March 31st, 1901. Succeeding No. 15A.	Station Numbers	Telegraph Calls	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER										
						No. 26	No. 38	No. 42	No. 44	No. 52										
Second Class	Second Class					First Class	First Class	First Class	First Class	First Class										
DAILY	EX. SUNDAY		STATIONS			EX. SUNDAY	DAILY	EX. SUNDAY	SUN. ONLY	DAILY										
		32.5	Minneapolis 6.4	L 160	C															
Ar 7.55 A M		26.1	East Minneapolis 2.8	L 154	NY															
		23.3	Belt Line R. R. Cros'g 1.5	L 152½																
7.30		21.8	Rose 1.0	L 149½																
		20.8	Owasso 3.5	L 145																
7.12		17.3	Little Canada 3.5	L 144½																
De 6.55 A M		13.8	M. & D. Junction 0.6	L 142½																
DAILY		13.2	Lake Shore 0.6	L 141½																
		12.5	White Bear 0.6	L 141	X															
	Ar 6.30 P M	12.5	White Bear 1.3	L 141		Ar 8.45 A M	Ar 2.18 P M	Ar 4.20 P M	Ar 5.45 P M	Ar 11.20 P M										
	F 6.22	11.2	White Bear Beach 0.6	LG 1		F 8.39	F 2.12	F 4.12	F 5.39	11.12										
	F 6.20	10.6	Dellwood 0.8	LG 2		F 8.36	F 2.10	F 4.10	F 5.36	11.10										
		9.8	Peninsular 0.8	LG 3		F	F	F	F	F										
	6.13	9.0	Mahtomedi 3.0	LG 4		8.32	2.07	4.07	5.32	11.07										
	5.58	6.0	Duluth Junction W. C. R. R. Crossing. 2.2	LG 7		8.25	2.00	4.00	5.25	11.00										
	F 5.48	3.8	Summit 3.8	LG 9		F 8.20	F 1.55	F 3.55	F 5.20	10.55										
	5.30 P M	0.0	Stillwater	LG 12	SR	De 8.10 A M	De 1.45 P M	De 3.45 P M	De 5.10 P M	De 10.45 P M										
EX. SUNDAY						EX. SUNDAY	DAILY	EX. SUNDAY	SUN. ONLY	DAILY										

No. 61 has right of track over No. 26 White Bear to Stillwater.

No. 37 has right of track over No. 42 White Bear to Stillwater.

TAYLORS FALLS BRANCH.									
West Bound.					East Bound.				
MIXED No. 7	Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Wyoming	Time Table No. 15B March 31st, 1901 Succeeding No. 15A	Distance from Taylors Falls	Capacity of Side Tracks	Telegraph Calls	MIXED No. 8	
Second Class EX. SUNDAY				STATIONS				Second Class EX. SUNDAY	
De 5.45 PM		123	0.0	Wyoming 6.5	20.5		WI	See page 2 Ar 8.00 AM	
6.10		LF 6	6.5	Chisago City 1.2	14.0		GO	7.30	
		LF 7	7.7	Russell Beach 1.3	12.8				
6.25		LF 9	9.0	Lindstrom 1.7	11.5		MC	7.10	
6.35		LF 10	10.7	Centre City 3.3	9.8		CN	7.00	
6.50		LF 14	14.0	Shafers 3.0	6.5		SF	6.45	
7.05		LF 17	17.0	Franconia 3.0	3.5			6.28	
7.20		LF 20	20.0	Pass. Depot 0.5	0.5			6.10	
7.25 PM Ar		LF 21	20.5	Taylors Falls	0.0		FA	6.00 AM De	
EX. SUNDAY								EX. SUNDAY	

GRANTSBURG BRANCH.									
West Bound.					East Bound.				
MIXED No. 81	Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Rush City	Time Table No. 15B March 31st, 1901 Succeeding No. 15A	Distance from Grantsburg	Capacity of Side Tracks	Telegraph Calls	MIXED No. 82	
Second Class EX. SUNDAY				STATIONS				Second Class EX. SUNDAY	
De 10.35 AM		L 99	0.0	Rush City 2.0	17.0		RC	Ar 12.55 PM	
10.43		LE 2	2.0	Martin's Spur 3.0	15.0			12.45	
10.53		LE 5	5.0	St. Croix River 12.0	12.0			12.35 PM	
11.20 AM Ar		LE 17	17.0	Grantsburg	0.0		G	11.59 AM De	
EX. SUNDAY								EX. SUNDAY	

No. 81 has right of track over No. 82 Rush City to Grantsburg. Branch Trains will protect themselves by flag against Main Line Trains at South "Y" at Rush City.

CLOQUET BRANCH.														
West Bound.					East Bound.									
MIXED No. 77	MIXED No. 73	MIXED No. 71	PASSENGER No. 75	Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Carlton	Time Table No. 15B March 31st, 1901 Succeeding No. 15A	Distance from Cloquet	Capacity of Side Tracks	Telegraph Calls	PASSENGER No. 70	PASSENGER No. 74	MIXED No. 72	MIXED No. 76
Second Class EX. SUNDAY	Second Class EX. SUNDAY	Second Class EX. SUNDAY	First Class EX. SUNDAY				STATIONS				First Class EX. SUNDAY	First Class EX. SUNDAY	Second Class EX. SUNDAY	Second Class EX. SUNDAY
De 3.05 PM	De 10.15 AM	De 7.00 AM	De 1.10 PM		L 21	0.0	Carlton 2.6	6.5		UN	Ar 9.50 AM	Ar 2.45 PM	Ar 12.55 PM	Ar 5.35 PM
					LC 4	2.6	E. M. R. R. Cr'g 3.9	3.9						
Ar 3.35 PM	Ar 10.45 AM	Ar 7.30 AM	Ar 1.25 PM		LC 7	6.5	Cloquet	0.0		KN	De 9.35 AM	De 2.30 PM	De 12.25 PM	De 5.15 PM
EX. SUNDAY	EX. SUNDAY	EX. SUNDAY	EX. SUNDAY								EX. SUNDAY	EX. SUNDAY	EX. SUNDAY	EX. SUNDAY

OLD LINE—THOMSON JCT. TO WEST END JCT. VIA FOND DU LAC									
West Bound.					East Bound.				
MIXED No. 143	Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Thomson Jct.	Time Table No. 15B March 31st, 1901 Succeeding No. 15A	Distance from West End Jct.	Capacity of Side Tracks	Telegraph Calls	MIXED No. 142	
Second Class EX. SUNDAY				STATIONS				Second Class EX. SUNDAY	
		LB 20	0.9	Thomson Jct. 0.2	15.8				
		L 19	0.2	Thomson 3.5	15.6				
		LB 12	3.7	Greeley 3.6	12.1				
		LB 8	7.3	Fond du Lac 2.9	8.5		FN	Ar 10.15 AM	
11.15		LB 5	10.2	New Duluth 3.8	5.6		WD	10.05	
11.30		LB 2	14.0	Spirit Lake 1.8	1.8			9.50	
11.35 AM Ar See page 3		L 6	15.8	West End Jct.	0.0			9.40 AM De	
EX. SUNDAY								EX. SUNDAY	

SPECIAL RULE.—No. 71 has right of track over No. 70, Carlton to Cloquet. No. 73 has right of track over No. 72, Carlton to Cloquet. No. 72 has right of track over No. 75, Cloquet to Carlton.

SPECIAL INSTRUCTIONS.

DOUBLE TRACK RULES.

Double track extends from double track switch at Third Street Junction to White Bear, and from West End Junction to Union Depot Junction switch at Duluth.

All east-bound trains on double track will take the right-hand track when moving east, and all west-bound trains on double track will take the right-hand track when moving west.

These tracks will be used in no other way except by special orders.

Special or extra trains or work train extras starting from Union Depot or Third Street Junction, St. Paul, for White Bear or intermediate points, and special or extra trains or work train extras starting from White Bear for St. Paul or intermediate points, moving on double track in accordance with Rule 313, will not require telegraphic running orders.

Work train extras using double track between Third Street Junction and White Bear, when starting from Third Street Junction or White Bear, will not require working orders, but will keep superintendent advised of their movements, and report when laid up. Work train extras using double track in this manner will protect themselves at all times, and will not be advised of special trains, extra trains or other work train extras.

This rule does not in any way affect the rules in regard to train order signals and clearance cards.

Work train extras using double track will protect themselves at all times, whether working under telegraphic orders or not.

STANDARD CLOCKS.

Standard clocks are located in the Chief Train Dispatcher's office at Third Street Junction, telegraph offices White Bear, Hinckley, Carlton, Rice's Point and in Chief Train Dispatcher's Office (2d Dist.) at Duluth.

BULLETINS.

St. Paul dispatcher's office, White Bear, Hinckley, Carlton, Rice's Point yard and Duluth Union Depot.

SPECIAL RULES.

Rule No. 1. Trains going east will have absolute right to track over trains of same class going west. See rule 281 in Book of Rules.

Rule No. 2. East-bound freight trains must use fifteen (15) minutes in running from Claymont yard to Third Street Junction.

Rule No. 3. Tunnel at East Seventh street, and overhead bridge at Omaha crossing, St. Paul yard, will not clear man on side of car.

Rule No. 4. East-bound freight trains meeting passenger trains at Smithville or Short Line Park, will not let off their brakes or start their train until train met has cleared west switch.

Rule No. 5. Employes must destroy old time table immediately upon the taking effect of new one.

Rule No. 6. Special trains may pass and run ahead of any train which they overtake without orders excepting No. 3 and No. 4. Conductors of trains overtaken by special trains will allow such trains to pass with the least possible delay.

Second and third class trains and extra trains may run ahead of delayed first class trains and their sections between White Bear and M. & D. Junction without orders.

Third class trains and extra trains may run ahead of delayed second class trains and their sections between White Bear and Third Street Junction, and between Duluth and West End Junction without orders.

Second class trains may run ahead of delayed first class trains and their sections between Duluth and West End Junction without orders.

Rule No. 7. Extra trains may run ahead of third class trains and their sections without orders.

Rule No. 8. Freight trains going west will cross over to passing track at Lake Shore and use this track to White Bear.

Rule No. 9. All trains will approach M. & D. Junction under full control, expecting to find cross-over in use.

Rule No. 10. Speed of freight trains through Seventh street tunnel and between tunnel and Third Street Junction must not exceed five miles per hour.

Rule No. 11. Time table rules and regulations of the Minnesota Division (Joint Card) will govern all trains using their tracks.

Time table rules and regulations of C., M. & St. P. R. R. will govern all trains using their tracks.

Rule No. 12. All trains will register at West End Junction Tower, West Superior, Fond du Lac, Carlton, Cloquet, Hinckley, Rush City, Grantsburg, Wyoming, Taylors Falls, White Bear, Stillwater, East Minneapolis, Third Street Junction. Passenger trains will register at Union Depots St. Paul and Duluth. Freight trains will register at Rice's Point and West Superior Freight Depot.

Trains 1, 2, 3 and 4 will register by card at West End Junction Tower.

Passenger trains will register by card at Third Street Junction and will not be required to get clearance unless train order signal is displayed.

Between the hours of 7 p. m. and 7 a. m. trains will not be required to get clearance at Stillwater or West Superior unless train order signal is displayed.

Rule No. 13. All east-bound freight trains will come to full stop at Third Street Junction before crossing over into freight yard.

Rule No. 14. Nos. 90, 91, 92 and 93 will carry passengers with proper transportation accompanied by freight train permit.

Rule No. 15. West-bound freight trains must not leave Carlton or Short Line Park until ten (10) minutes after the departure of another train running in same direction.

Rule No. 16. Engineers will not be required to consult registers except at initial or starting point, and passenger engineers will not be required to consult registers at St. Paul or Minneapolis Union Depots. See rule 308, Book of Rules.

Rule No. 17. Junction and cross-over switches at Rice's Point and West Superior Junction will be kept set for east-bound passenger trains scheduled to run via West Superior.

SEMAPHORE SIGNALS.

Interlocking switches and signals are located at M. & D. Junction, Bald Eagle, Hinckley, Carlton, West End Junction, D. M. & N. Junction, Stowell and Belt Line Crossing.

The signals displayed are: "Home"—Stop; "Distant"—Cautionary.

"Home" Signals.—"Home" signals are placed as near as practicable to the switches or crossings to which they refer.

Each "Home" signal has one red blade, additional to which are in several cases one or more blades. The upper blade, when one or more blades are on the post, is for the main line or direct route, while the second, or lower, blade is for a secondary route or route leading from the track alongside of which "Home" signal is located.

These blades horizontal, or one red light, indicate switches or crossing blocked against trains on track or route to which signal refers.

These blades at an angle of sixty degrees, or one white light, indicate switches or crossing clear for trains on that track or route to which blade refers.

"Distant" Signals.—"Distant" signals are located about 1,200 feet from the "Home" signal, and have green blades.

"Distant" signal blades at an angle of sixty degrees, or one white light, indicate switches or crossing clear for trains on that track or route to which signal refers.

"Distant" signal blades horizontal, or one green light, indicate caution; prepare to stop before reaching the "Home" signal.

Small red blades on any signal post govern trains leaving or entering sidings or branches; also backing or shifting movements, and are stop signals for such routes.

The blades to be regarded always point to the right when facing them. The back view of a blade will in no case govern the movement of a train.

If the "Distant" signal shows "Caution" trains may pass by it, but must be brought under full control prepared to stop before reaching the "Home" signal, unless the latter should show safety. If the "Home" signal shows danger, trains must come to a full stop and **must not pass signal until it shows safety.** A train having both its "Distant" and "Home" signals at safety, may proceed without stopping.

Trains approaching interlocking plants, where both "Distant" and "Home" signals cannot be plainly seen, must be under full control passing "Distant" signal and between "Distant" and "Home" signals, or until they have clear view of "Home" signal.

Run right up to the signal, but never beyond it when at danger.

Derailing switches are placed about fifty feet beyond all "Home" signals. When "Home" signals are at danger these switches are open and trains attempting to pass "Home" signals when in this position will be derailed.

All facing switches are provided with detector bars about forty-five feet long to prevent such switches from being thrown under a passing car, and trains must stand entirely clear of said bars.

After having received a signal to pass in one direction, trains must not move in the opposite direction without receiving the proper signal for that movement.

In case at night, or in fog or storm, when the foregoing lights or signals cannot be plainly seen, or if proper signals are not displayed, trains will stop before reaching the "Home" signal, or other stop signals. When irregular movements of trains are necessary, or the interlocking is out of order, trains may be flagged through the limits of the interlocking by the signal man.

Side tracks used for derails must be kept clear of cars at all times throughout their entire length.

AUTHORIZED SURGEONS--LAKE SUPERIOR DIVISION, THIRD DISTRICT.

LOCATION OF STRETCHERS (S).

DR. W. COURTNEY, Chief Surgeon, Brainerd Hospital.
DR. S. W. MOWERS, Asst. Surgeon, Brainerd Hospital (s).
DR. G. R. METCALF, 110 West Fourth St., St. Paul.
DR. E. L. MANN, Endicott Building, St. Paul.
DR. C. L. GREENE, Lowry Building, St. Paul.
DR. J. A. QUINN, 326 Wabasha St., St. Paul.
DR. S. M. KIRKWOOD, 1615 Wesley Ave., Hamline.
DR. A. HENDERSON, Merriam Park.

St. Paul Freight Station (s).
" Mississippi St. (s).
" Como Shops (s).
DR. F. A. DUNSMOOR, New York Life Bldg., Minneapolis.
DR. A. A. LAW, New York Life Bldg., Minneapolis.
DR. O. S. CHAPMAN, 1123 4th Ave. So., Minneapolis.
E. Minneapolis (s).
Minneapolis, Car Foreman's Office (s).
Gladstone Shops (s).
DR. C. L. CLARK, White Bear Lake (s)

DR. B. J. MERRILL, Stillwater.
Wyoming (s)
DR. A. J. STOWE, Rush City (s)
DR. P. BAKKE, Grantsburg, Wis.
DR. E. L. STEPHAN, Hinckley (s)
DR. E. A. RILEY, Willow River, Minn.
DR. L. A. SUKEFORTH, Carlton,
DR. A. E. JOHNSON, Cloquet.
DR. J. C. ADAMS, West Superior.
DR. W. H. MAGIE, Duluth.
DR. A. J. BRADEN, Duluth, Minn.
Duluth yard office at Rice's Point (s).
West Duluth, 59th Ave. (s).
West Superior Freight Station (s).

NOTE.

Surgeons will attend, when called upon officially, to all cases of **accident** occurring to employes or passengers. In cases of **sickness** it is the intention to limit medical service to the locality or town where a surgeon resides; unless some urgent necessity exists, for which distinct official authority must be had in accordance with established regulations.

Railway Officials are required to call on the nearest authorized surgeons whenever practicable, when surgical or medical services are needed. When such are accessible, the Association will not be responsible for bills for medical services rendered by any other physician. In the event of a sudden

emergency, arising from accident, if necessary proper surgical aid should be procured until the arrival of a regularly appointed surgeon, when the case should be placed in his charge, and in no case should the service of any but an authorized company surgeon be continued at the expense of the Railway Company or of the Association after such surgeon is able to assume charge of the case.

Boarding and Nursing are furnished *only at our own hospitals.* We are not responsible for bills incurred elsewhere unless specially authorized or approved by the Chief Surgeon, and then only in critical cases of injury or illness occurring in the discharge of duty.

V. L. BEAN,
Train Master.

J. R. MICHAELS,
Chief Train Dispatcher.