

# NORTHERN PACIFIC RAILWAY COMPANY.

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## LAKE SUPERIOR DIVISION.

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**No. 18**

**TIME TABLE**

**No. 18**

TO TAKE EFFECT AT 12:01 P. M.

(CENTRAL OR 90th MERIDIAN TIME.)

**SUNDAY, MARCH 23d, 1902.**

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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.

**W. G. PEARCE,**  
Gen'l Manager.

**G. W. VANDERSLICE,**  
Superintendent.

**M. C. KIMBERLY,**  
Gen'l Superintendent.

**T. J. DeLAMERE,**  
Supt. Car Service.

FIRST DISTRICT.

West Bound.

East Bound.

		WAY FREIGHT No. 55	FREIGHT No. 51	PASSNG'R No. 3	PASSNG'R No. 1	Water, Coal, Scales, Tables and W'cs	Station Numbers	Distance from Ashland	TIME TABLE No. 18 March 23d, 1902 Succeeding No. 17	Distance from Duluth	Capacity of Side Tracks	Telegraph Office	PASSNG'R No. 2	PASSNG'R No. 4	FREIGHT No. 52	WAY FREIGHT No. 56				
		Third Class	Sec'd Class	First Class	First Class				STATIONS				First Class	First Class	Sec'd Class	Th'd Class				
		EX. SUNDAY	DAILY	EX. SUNDAY	DAILY								DAILY	EX. SUNDAY	DAILY	EX. SUNDAY				
		De 7.30 AM	De 12.30 AM	De 4.10 PM	De 8.20 AM	W T	0	0.0	Ashland	75.5	200	N	Ar 7.00 PM	Ar 11.00 AM	Ar 10.50 AM	Ar 8.55 PM				
		7.50	12.41	4.19	8.29		5	4.5	C. St. P. M. & O. Junc.	71.0			6.48	10.48	10.35	3.25				
		8.15	12.57	F 4.28	F 8.42		10	10.1	Moquah	65.4	30		F 6.36	10.36	10.17	3.00				
		Ar 8.45 De 8.58	1.15	F 4.41	F 8.53	P 55	16	16.2	Ino	59.3	39		F 6.24	10.23	9.59	2.35				
		Ar 9.30 De 9.35	1.32	F 4.55	F 9.10		24	23.6	Topside	51.9	39		F 6.08	10.06	9.35	M 55	1.55			
		Ar 9.51 De 10.30	2.00	5.02	9.20	M 52	28	28.3	Iron River	47.2	49	N	5.59	9.56	De 9.20	M 1	De 1.30			
		10.50	2.17	5.10	9.30		32	32.3	Muskeg	43.2	37		5.49	9.46	8.45		12.45			
		11.05	2.26	F 5.14	F 9.34		35	34.9	Pearson	40.6	15		F 5.42	F 9.40	8.34		12.35			
		11.20 AM	2.32	5.17	9.37	M 4	36	36.2	Brule	39.3	59	D	5.39	9.37	M 1	8.30		12.30		
		12.01 PM	2.55	5.29	9.48		41	41.2	Blueberry	34.3	37		5.29	M 3	9.24	8.11	12.01	PM		
		12.20	3.06	5.34	9.53		44	43.9	Maple	31.6	22		5.22	9.18	8.02		11.40	AM		
		12.28	3.12	F 5.38	F 9.57		45	45.4	Blanchard	30.1	35		F 5.16	F 9.13	7.57		11.28			
		12.40	3.23	5.43	10.02		48	48.0	Poplar	27.5	30		5.09	9.07	7.47		11.10			
		12.50	3.30	F 5.48	F 10.07		50	50.1	Wentworth	25.4	32		F 5.01	F 8.59	7.40		10.50			
							53	53.3	Amnicon	22.2	8	pur								
		1.15	3.49	F 6.03	F 10.20	M 56	57	56.5	Cutter	19.0	36		F 4.49	F 8.48	7.14		De 10.20	M 1		
		Ar 1.40 De 2.00	4.10	* 6.18	* 10.35		63	62.9	Sup'r Frt. Stat'n	12.6	500	D	* 4.36	* 8.36	6.50		De 9.40			
		2.02	4.12	6.19	10.37		63	63.3	Sup'r Pas. Stat'n	12.2	39	D	4.35	8.35	6.48		Ar 9.05			
		Ar 2.20 PM EX. SUNDAY	Ar 4.35 AM DAILY	Ar 6.29 PM	Ar 10.48 AM	W Y	67	67.2	So. Superior	8.3	800	N	De 4.25 PM	De 8.25 AM	De 6.30 AM DAILY	De 8.50 AM EX. SUNDAY				

SEE DULUTH AND SUPERIOR SHORT LINE TIME TABLE

					Ar 6.55 PM	Ar 11.15 AM	W C 8 T Y	75.5	Duluth	0.0	700	N	De 4.00 PM	De 8.00 AM					
					EX. SUNDAY	DAILY			DU				DAILY	EX. SUNDAY					

Registering and bulletin stations—Ashland, South Superior, and as per instructions on D. & S. Short Line Time Table.

Standard Clock—Duluth.

All trains and light engines must come to a Full Stop before crossing C. St. P. M. & O. tracks at Superior, and C. St. P. M. & O. Junction, and will be governed by interlocking signals at Northwestern Coal Ry. Crossing just east of Saunders, and M. St. P. & A. Crossing at Moquah.

All engines with or without trains must come to a Full Stop two hundred (200) feet from Draw Bridge at Superior and will not proceed until it is known that the bridge is properly closed and secured.

The speed of engines and trains must not exceed four (4) miles per hour between yard limit boards at Superior.

Between South Superior and Duluth, trains will be governed by Duluth and Superior Short Line Time Table.

First Dist. No. 2 will wait at South Superior for Second Dist. No. 12.

No. 4 will take Siding for No. 1.

Note change in Class of No. 52.

West Bound.

SECOND DISTRICT.

East Bound.

WAY FREIGHT No. 59	WAY FREIGHT No. 57	FREIGHT No. 53	PASSENGER No. 13	PASSENGER No. 11	PASSENGER No. 5	Water, Coal, Scales, Tables and Wye	Station Numbers	Distance from Duluth	TIME TABLE No. 18 March 23d, 1902 Succeeding No. 17	Distance from Staples	Capacity of Side Tracks	Telegraph Offices	PASSENGER No. 6	PASSENGER No. 12	PASSENGER No. 14	FREIGHT No. 54	WAY FREIGHT No. 58	WAY FREIGHT No. 60
Third Class	Third Class	Sec'd Class	First Class	First Class	First Class	WCB TY	WB 71	0.0	STATIONS	147.5	700	N	First Class EX. SUNDAY	First Class DAILY	First Class DAILY	Third Class DAILY	Third Class EX. SUNDAY	Third Class EX. SUNDAY
			De 7.30 P M	De 8.40 A M					Duluth 8.3					Ar 4.55 P M	Ar 7.55 A M			

SEE DULUTH AND SUPERIOR SHORT LINE TIME TABLE.

	De 8.20 A M	De 6.40 P M M58	De 7.55 P M	De 9.05 A M		W Y	67	8.3	So. Superior 2.4	139.2	800	N		Ar 4.23 P M	Ar 7.30 A M	Ar 5.00 A M	Ar 6.30 P M M53	
	8.30	6.50	F 8.01	F 9.10			69	10.7	Pokegama Jct. 3.9	136.8	93			F 4.17	F 7.24	4.53	6.23	
	8.45	7.07	F 8.10	F 9.17			73	14.6	St. Louis 0.7	132.9	35			F 4.09	F 7.15	4.38	6.08	
	8.48	7.09	F 8.12	F 9.18		W	74	15.3	Walbridge 3.2	132.2	50			F 4.07	F 7.13	4.36	6.05	
	9.04	7.24	F 8.24	F 9.24				18.5	State Line 1.6	129.0				F 4.01	F 7.07	4.26	5.56	
	9.13	7.31	8.27	9.27			79	20.1	Barker 3.0	127.4	150	D		3.58	7.04	4.21	5.50	
	Ar 9.29 De 9.50	11 P 7.43	8.34	9.34 P 57			82	23.1	Wrenshall 4.1	124.4	83	D		3.53	6.58	4.11	5.35	
	Ar 10.05 De 10.35	8.00	8.44	9.50		W Y	86	27.2	Carlton 5.1	120.3	150	N		3.43	6.50	3.57	De 5.00 Ar 4.05	
	10.55	8.19	F 8.56	F 10.01			91	32.3	Pine Grove 4.8	115.2	58			F 3.32	F 6.38	3.39	3.50	
	11.10	8.37	9.06	10.10		T	96	37.1	Sawyer 6.5	110.4	93	D		3.26 P 58	6.31	3.24	De 3.31 Ar 3.21	12 P
	11.35 A M	8.55	F 9.20	F 10.23			102	48.6	Corona 5.4	103.9	57			F 3.14	F 6.18	3.03	2.45	
	12.05 P M	9.13	9.30	10.33		W	108	49.0	Cromwell 6.0	98.5	57	N		3.05	6.09	2.45	2.15	
	12.35	9.29	F 9.43	F 10.43			114	55.0	Wright 6.1	92.5	70			F 2.54	F 5.58	2.25	1.40	
	1.10 M58	Ar 9.52 De 10.02	13 P F 9.57 P 53	F 10.54			120	61.1	Tamarack 9.1	86.4	57			F 2.44	F 5.47	2.05	1.10 M57	
	Ar 1.50 De 2.28	M12 Ar 10.30 De 10.50	10.15	11.10		WC	129	70.2	McGregor 8.9	77.3	119	N		2.28 M57	5.29	De 1.35 Ar 1.10	De 12.30 Ar 12.05	P M
	3.20	11.21	10.34	11.27 M58			138	79.1	Kimberly 5.8	68.4	58			2.13	5.13	12.40	De 11.27 Ar 11.05	A M
	3.50	11.40	F 10.46	F 11.37			144	84.9	Rosburg 6.1	62.6	58			F 2.03	F 5.03	12.21 A M	10.40	
	Ar 4.10 De 5.10	11.59 P M M54	10.58	11.49		W	150	91.0	Aitkin 4.7	56.5	119	N		1.53	4.48	De 11.59 P M Ar 11.54	De 10.10 Ar 8.50	
	5.25	12.15 A M	F 11.08 M54	F 11.58 A M			155	95.7	Cedar Lake 5.7	51.8	58			F 1.43	F 4.38	De 11.08 M13 Ar 11.03	8.30	
	6.00	12.38	11.21	12.09 P M		W	160	101.4	Deerwood 9.5	46.1	110	N		1.35	4.30	10.40	8.10	
	6.40	1.02	F 11.40	F 12.24			170	110.9	Jonesville 7.2	36.6	58			F 1.22	F 4.16	10.03	7.30	
													See Minn. Card					
De 10.15 P M	Ar 7.10 P M EX. SUNDAY	Ar 1.20 De 2.00	Ar 11.55 P M De 12.05 A M	Ar 12.35 De 12.45 M 6	De 1.25 P M	W C S T Y	177	118.1	Brainerd 4.4	29.4	875	N	Ar 12.45 P M M11	De 1.10 Ar 1.00	De 4.05 Ar 3.55	De 9.35 Ar 8.55	De 7.00 A M EX. SUNDAY	Ar 9.10 A M
10.32		2.20	F 12.13	F 12.53 M12	F 1.33		181	122.5	Baxter 5.8	25.0	60		F 12.37	F 12.53 M11	F 3.47	8.42		8.57
10.55		2.40	F 12.24	F 1.02	F 1.42		187	128.3	Sylvan Lake 3.3	19.2	78		F 12.28	F 12.41	F 3.37	8.27		8.40
11.10		2.55	F 12.31	F 1.08	F 1.48		191	131.6	Pillager 5.0	15.9	57		F 12.23	F 12.34	F 3.31	8.17		8.30
11.30		Ar 3.18 De 3.23 M14	F 12.40	F 1.16	F 1.57		196	136.6	Wheelock 3.7	10.9	72		F 12.15	F 12.25	F 3.23 M53	8.03		8.13
11.45 P M		3.42	12.47	1.23	2.03	W	199	140.3	Motley 4.2	7.2	118	N	12.08	12.18	3.17	7.53		8.00
12.01 A M		4.01	F 12.55	F 1.30	F 2.10		203	144.5	Hayden 3.0	3.0	58		F 12.01 P M	F 12.10	F 3.10	7.40		7.40
Ar 12.15 A M		Ar 4.15 A M	Ar 1.00 A M	Ar 1.35 P M	Ar 2.15 P M	W C S T	207	147.5	Staples	0.0	250	N	De 11.55 A M	De 12.05 P M	De 3.05 A M	De 7.30 P M		De 7.30 A M
EX. MONDAY		DAILY	DAILY	DAILY	EX. SUNDAY								EX. SUNDAY	DAILY	DAILY	DAILY		EX. SUNDAY

Registering and bulletin stations—South Superior, Carlton, Brainerd and Staples.  
Standard Clocks—Duluth and Staples.  
All trains and light engines will be governed by interlocking signals at Third District crossing at Carlton and Eastern Ry. of Minn. crossings at State Line, Pokegama Junction and South Superior.

Brainerd Yard extends to Gravel Pit, two (2) miles east of Brainerd.  
No. 14 will wait at Staples for Nos. 7, 8 and 4 of Minnesota Division.  
No. 12 will wait at Staples for Nos. 12 and 6 and at Brainerd for No. 5 of Minnesota Division.

West Bound.

**MINNEAPOLIS TO HINCKLEY.**  
(Via St. Paul)

**THIRD DISTRICT.**

WAY FR'T No. 191 Third Class EX. SUNDAY		FAST FR'T No. 197 Second Class DAILY		MIXED No. 159 Second Class EX. SUNDAY		Water, Coal, Boiler, Tables, and Wye	Capacity of Side Tracks.	STATIONS	Distance from Minneapolis	PASSENGER No. 101 First Class EX. SUNDAY		PASSENGER No. 103 First Class DAILY		PASSENGER No. 105 First Class DAILY		PASSENGER No. 107 First Class EX. SUNDAY		PASSENGER No. 123 First Class DAILY	
Ar	De	Ar	De	Ar	De					Ar	De	Ar	De	Ar	De	Ar	De	Ar	De
						WT		0.0	De 8.15 AM	De 2.00 PM	De 10.30 PM	De 4.55 PM							
						WCT		10.9	De 8.55	De 2.25 PM	De 11.10 PM	De 5.35 PM							
	De 6.00		De 7.40 PM					11.4	* 8.58	* 2.30	* 11.13	* 5.38							
	6.10		7.50					13.4	9.04	* 2.35	11.20	5.44							
	6.20		7.51					13.9	* 9.05		11.21	* 5.45							
	6.30		8.00					15.9	9.09	2.40	11.27	5.50							
								6.4											
								9.2											
								10.7											
								11.7											
								15.2											
	6.50		8.20		7.45			21.1	* 9.20	* 2.50	11.38	* 6.00							
	6.55		8.23		7.48			21.7	F 9.22		11.40	6.02							
	Ar 7.00		Ar 8.25		7.55 PM	WCST	150	22.3	Ar 9.25	2.55	Ar 11.45	Ar 6.05							
	De 8.06		De 8.50		Ar			23.3	De 9.27	F 2.57	De 11.55	De 6.10							
	8.12		8.54		EX. SUNDAY	Y		27.5	9.29	F 2.57	F 11.59	6.13							
	8.35		9.08				70	35.9	9.35	* 3.05	12.10 AM	6.21							
	9.05		9.30			W	70	40.1	9.46	F 3.16	F 12.31	6.37							
	Ar 9.20		9.45			WY	120	44.3	Ar 9.58	F 3.25	12.42	6.45 PM							
	De 1.45		9.57				85	52.2	10.00	* 3.31	F 12.52	EX. SUNDAY							
	2.05							57.3	10.14	F 3.42	F 1.10	See page 6							
	A 2.35		10.18			W	200	64.2	10.24	F 3.49	F 1.23								
	De 3.10		10.35				105	69.3	10.36	4.00	1.41								
	Ar 3.30		10.55			WY	120	74.1	10.45	* 4.08	F 1.53								
	De 3.54		11.12				64	80.1	10.53	4.17	2.05								
	Ar 4.20		11.27			W	80	83.9	11.04	* 4.27	F 2.17								
	De 4.51		11.44 PM				65	87.1	11.11	* 4.33	F 2.23								
	5.14						10		11.18 AM	4.37 PM	† 2.30 AM								
	5.35								Ar	Ar	Ar								
	6.00								EX. SUNDAY	DAILY	DAILY								
	6.17																		
	6.30 PM		12.05 AM			WCST	150												
	Ar		Ar																

Registering stations—Minneapolis, East Minneapolis, St. Paul Dispatcher's Office, White Bear, Wyoming, Rush City and Hinckley.

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

Bulletin stations—St. Paul Dispatcher's Office, White Bear and Hinckley.

Time table rules and regulations of the Minnesota Division (Joint Card) will govern all trains using their track.

Standard clocks—St. Paul Dispatcher's Office, White Bear and Hinckley.

All trains must approach M. & D. Jct. under full control expecting to find crossover in use.

All east bound trains must approach crossover switch west of Seventh St. Tunnel with train under full control expecting to find this crossover in use.

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

All trains will come to a full stop before crossing C. B. & Q. track at Third Street Jct., and Wisconsin Central track at Gladstone.

Train No. 103 has right of track over all trains excepting No. 104.

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

Interlocking switches and signals are located at M. & D. Junction, Bald Eagle and Hinckley.

PASSENGER No. 124	PASSENGER No. 122	PASSENGER No. 108	PASSENGER No. 106	PASSENGER No. 104	PASSENGER No. 102	Distance from Dubuque	Time Table No. 18 March 23d, 1902 Succeeding No. 17A			Station Number	Telegraph Calls	MIXED No. 160	FAST FR'T No. 198	WAY FR'T No. 190					
							First Class	First Class	First Class						First Class	First Class	Second Class	Second Class	Third Class
							SUN. ONLY	EX. SUNDAY	EX. SUNDAY						DAILY	DAILY	DAILY	DAILY	EX. SUNDAY
						162.9	Ar 9.20 AM	Ar 7.55 AM	Ar 7.00 PM	Ar 3.30 PM	L 160								
						152.0	Ar 5.55 PM	Ar 5.55 PM	Ar 6.30 PM	Ar 2.50 PM	L 152								
						151.5	*5.50	*5.50	*6.25	*2.45	L 151								
						149.5	5.45	5.45	*6.20	2.40	L 149								
						149.0	*5.44	*5.44	*6.19	*2.39	L 149								
						147.0	5.40	5.40	*6.15	2.35	L 147								
						154.1					L 154								
						151.3					L 151								
						149.8					L 149								
						148.8					L 148								
						145.3					L 145								
						141.8	*5.30	*5.30	*6.04	*2.24	L 141								
						141.2	5.28	5.28	*6.02	2.22	L 141								
						140.6	5.25 PM	5.25 PM	6.00	2.20	L 140								
						139.6	SUN. ONLY	EX. SUNDAY	8.02	6.27	L 139								
						135.4			7.54	6.18	L 135								
						127.0			7.38	5.57	L 127								
						122.8			7.30 AM	5.47	L 122								
						118.6			EX. SUNDAY	5.37	L 118								
						110.7				5.18	L 110								
						105.6				5.05	L 105								
						98.7			4.47	4.51	L 98								
						93.6			F4.34	*4.43	L 93								
						88.8			4.22	4.36	L 88								
						82.8			F4.07	*4.27	L 82								
						79.0			F3.55	*4.20	L 79								
						75.8			3.47 AM	4.14 PM	L 75								

Registering stations—Minneapolis, East Minneapolis, St. Paul Dispatcher's Office, White Bear, Wyoming, Rush City and Hinckley.

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

Bulletin stations—St. Paul Dispatcher's Office, White Bear and Hinckley.

Time table rules and regulations of the Minnesota Division (Joint Card) will govern all trains using their track.

Standard clocks—St. Paul Dispatcher's Office, White Bear and Hinckley.

All trains must approach M. & D. Jct. under full control expecting to find crossover in use.

All east bound trains must approach crossover switch west of Seventh St. Tunnel with train under full control expecting to find this crossover in use.

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

All trains will come to a full stop before crossing C. B. & Q. track at Third street Jct. and Wisconsin Central track at Gladstone.

Train No. 103 has right of track over all trains excepting No. 104.

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

Interlocking switches and signals are located at M. & D. Junction, Bald Eagle and Hinckley.

West Bound.

THIRD DISTRICT.

East Bound.

Table with columns for Train No., Class, Time, Station, and various service codes. It details routes for West and East Bound trains through the Third District, including stations like Hinckley, Friesland, Miller, Finlayson, Rutledge, Willow River, Sturgeon Lake, Moose Lake, Barnum, Mahtowa, Otter Creek, Carlton, Thomson, Howell, Short Line Park, Smithville, West End Jct., West Superior Jct., 59th Avenue, and Duluth.

Registering stations—Hinckley, Carlton, West End Junction, West Superior, Rice's Point and Duluth. Bulletin stations—Hinckley, Carlton, Rice's Point Yard and Duluth Union Depot. Standard clocks—Hinckley, Carlton, Rice's Point and Chief Dispatcher's Office, 2nd District, Duluth.

Junction and crossover switches at Rice's Point and West Superior Junction will be kept set for east bound passenger trains scheduled to run via West Superior.

Train No. 101 has right of track over No. 102 West Superior Junc. to West Superior. Train No. 103 has right of track over all trains excepting No. 104. Train No. 103 has right of track over No. 104 West Superior Junc. to West Superior.

No. 102 will take siding for No. 101 and No. 106 for No. 105. On Sundays No. 103 will stop, on Flag, at Rutledge, Willow River and Barnum, and 104 at Barnum and Willow River.

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

West Bound.

STILLWATER BRANCH.

East Bound.

MIXED No. 161			PASSENGER No. 123			PASSENGER No. 119 (103 Con.)			PASSENGER No. 117 (101 Con.)			Time Table No. 18. March 23d, 1902. Succeeding No. 17A.			PASSENGER No. 116 (108 Con.)			PASSENGER No. 120 (102 Con.)			PASSENGER No. 124 (See Page 4)			PASSENGER No. 126 (105 Con.)			MIXED No. 162		
Second Class			First Class			First Class			First Class			Distance from Stillwater	Capacity of Side Tracks	Telegraph Calls	First Class			First Class			First Class			First Class			Second Class		
DAILY			DAILY			DAILY	EX. SUNDAY		Water, Coal, Scales, Tables and Wyes.	Station Numbers	Distance from White Bear				EX. SUNDAY	DAILY					SUN. ONLY	DAILY					EX. SUNDAY		
De 6.30 AM			De 6.40 PM			De 2.55 PM		9.25 AM	WC ST	L 141	0.0			X	Ar 8.05 AM		Ar 2.20 PM			Ar 5.25 PM		11.20 PM				Ar 5.45 PM			
F 6.35			F 6.44			F 2.59		F 9.29		LG 1	1.3				F 7.57		F 2.12			F 5.17		11.12 F				F 5.28			
F 6.37			F 6.46			F 3.01		F 9.31		LG 2	1.9				F 7.55		F 2.10			F 5.15		11.10 F				F 5.26			
6.43			6.50			3.05		9.35		LG 3	2.7				F		F			F		F							
F 6.54			F 7.00			F 3.15		F 9.45		LG 4	3.5				7.52		2.07			5.12		11.07				5.20			
F 7.04			F 7.05			F 3.20		F 9.50		LG 7	6.5				F 7.45		F 2.00			F 5.05		11.00 F				F 5.11			
7.15 AM Ar M116			7.15 PM Ar			3.30 PM Ar		10.00 AM Ar	T	LG 9	8.7				F 7.40		F 1.55			F 5.00		10.55 F				F 5.05			
DAILY			DAILY			DAILY		EX. SUNDAY		LG 12	12.5			SR	7.30 AM De M161		1.45 PM De			4.50 PM De		10.45 PM De				De 4.45 PM			
															EX. SUNDAY		DAILY			SUN. ONLY		DAILY				EX. SUNDAY			

Registering stations—White Bear and Stillwater and Mahtomedi for trains terminating there. Bulletin station and standard clock—White Bear. All trains will come to a full stop for Wisconsin Central Crossing.

Passenger trains will wait at White Bear for connections. No. 161 has right of track over No. 116.

West Bound.

TAYLORS FALLS BRANCH.

East Bound.

MIXED No. 169 (101 Con.)			PASSENGER No. 107			Time Table No. 18 March 23d, 1902. Succeeding No. 17A.			PASSENGER No. 108 (See Page 4)			MIXED No. 168 (102 Con.)		
Second Class			First Class			Distance from Wyoming	Capacity of Side Tracks	Telegraph Calls	First Class			Second Class		
EX. SUNDAY			EX. SUNDAY			Station Numbers			EX. SUNDAY			EX. SUNDAY		
De 9.55 AM			De 6.45 PM			123	20.5	WI	Ar 7.30 AM			Ar 1.30 PM		
10.22			7.00			LF 6	14.0	GO	7.15			1.00		
F			F			LF 7	12.8		F			F		
10.35			7.05			LF 9	11.5	MC	7.09			12.45		
10.45			7.10			LF 10	9.8	CN	7.05			12.30		
10.58			7.20			LF 14	6.5	SF	6.58			12.15		
11.08			7.27			LF 17	3.5		6.52			12.01 PM		
11.20			7.35			LF 20	0.5		6.45			11.50 AM		
11.25 AM Ar			7.40 PM Ar			LF 21	0.0	FA	6.35 AM De			11.45 AM De		
EX. SUNDAY			EX. SUNDAY						EX. SUNDAY			EX. SUNDAY		

Registering stations—Wyoming and Taylors Falls.

No. 169 has right of track over No. 168.

GRANTSBURG BRANCH.

West Bound.

East Bound.

MIXED No. 181 (101 Con.)			Time Table No. 18 March 23d, 1902. Succeeding No. 17A.			MIXED No. 182 (102 Con.)		
Second Class			Distance from Grantsburg	Capacity of Side Tracks	Telegraph Calls	Second Class		
EX. SUNDAY			Station Numbers			EX. SUNDAY		
De 10.40 AM			99	20.5	WI	Ar 1.30 PM		
10.48			LE 2	14.0	GO	1.00		
10.58			LE 5	12.8		F		
11.03			LE 7	11.5	MC	7.09		
11.25 AM Ar			LE 17	9.8	CN	7.05		
EX. SUNDAY				6.5	SF	6.58		

Registering stations—Rush City and Grantsburg.

No. 181 has right of track over No. 182. Branch Trains will protect themselves by flag against Main Line Trains at East "Y" at Rush City.

West Bound.

CLOQUET BRANCH.

East Bound.

MIXED No. 177			MIXED No. 175			MIXED No. 173 (105 Con.)			PASSENGER No. 171 (101 Con.)			Time Table No. 18 March 23d, 1902. Succeeding No. 17A.			PASSENGER No. 172 (102 Con.)			PASSENGER No. 174 (104 Con.)			MIXED No. 176			MIXED No. 178		
Second Class			Second Class			Second Class			First Class			Distance from Cloquet	Capacity of Side Tracks	Telegraph Calls	First Class			First Class			Second Class			Second Class		
EX. SUNDAY			EX. SUNDAY			EX. SUNDAY			EX. SUNDAY			Station Numbers			EX. SUNDAY			EX. SUNDAY			EX. SUNDAY			EX. SUNDAY		
De 3.05 PM			De 10.15 AM			De 6.30 AM			De 1.10 PM	WC SY	L 21	0.0	286	UN	Ar 9.50 AM		Ar 2.45 PM			Ar 12.45 PM		Ar 5.35 PM				
F			F						F		LC 4	3.8	2.7		F		F			F		F				
3.35 PM Ar			10.45 AM Ar			7.00 AM Ar			1.25 PM Ar		LC 7	6.5	0.0	KN	9.35 AM De		2.30 PM De			12.15 PM De		5.15 PM De				
EX. SUNDAY			EX. SUNDAY			EX. SUNDAY			EX. SUNDAY						EX. SUNDAY		EX. SUNDAY			EX. SUNDAY		EX. SUNDAY				

Registering stations—Carlton and Cloquet.

Bulletin station and standard clock—Carlton.

SPECIAL RULE.—No. 173 has right of track over No. 172. No. 175 has right of track over No. 176. No. 176 has right of track over No. 171. Interlocking switch and signal—Carlton.

OLD LINE—FOND DU LAC TO WEST END JCT.

West Bound.

East Bound.

MIXED No. 243			Time Table No. 18 March 23d, 1902. Succeeding No. 17A.			MIXED No. 244		
Second Class			Distance from Fond du Lac	Capacity of Side Tracks	Telegraph Calls	Second Class		
EX. SUNDAY			Station Numbers			EX. SUNDAY		
De 11.00 AM			8	8.5	FN	Ar 10.15 AM		
11.15			LB 5	5.6	WD	10.05		
11.30			LB 2	1.8		9.50		
11.35 AM Ar See Page 6			L 6	0.0		9.40 AM De		
EX. SUNDAY						EX. SUNDAY		

Registering stations—Fond du Lac and West End Junction. Interlocking plant—West End Junction.

# 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 transportation 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.

## SPECIAL RULES.

**Rule No. 1.** East-bound freight trains must use fifteen (15) minutes in running from Claymont yard to Third Street Junction.

Speed of freight trains through Seventh Street Tunnel and between tunnel and Third Street Junction must not exceed five miles per hour.

All east-bound freight trains will come to full stop at Third Street Junction before crossing over into freight yard.

**Rule No. 2.** Tunnel at East Seventh street, and overhead bridge at Omaha crossing, St. Paul yard, will not clear man on side of car.

**Rule No. 3.** 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. 4.** Special trains may pass and run ahead of any train which they overtake without orders excepting No. 103 and No. 104. 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. 5.** Extra trains may run ahead of third class trains and their sections without orders.

**Rule No. 6.** Freight trains going west will cross over to passing track at Lake Shore and use this track to White Bear.

**Rule No. 7.** Nos. 190, 191, 192 and 193 will carry passengers with proper transportation accompanied by freight train permit.

**Rule No. 8.** 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. 9.** 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. 10.** Retainers must be used on grade between Pine Grove and South Superior, Carlton and West End Junction, Claymont and East Third Street, St. Paul, and Summit and Stillwater and other grades where in the judgment of the engineer they are necessary. Head brakeman is required to inquire from the engineer the number of retainers he desires when the engineer shall inform the brakeman, and allow him ample time to turn the required number up. On arrival at the foot of grade it shall be the duty of brakemen to turn handles down at once. It shall be the duty of conductors to see that these requirements are complied with. The use of hand brakes on air brake cars going down the above referred to hills is prohibited except in emergency cases.



## COMMERCIAL SPURS.

MAIN LINE-First Dist.	MAIN LINE-Third Dist.	MINNEAPOLIS BRANCH.	MILLER QUARRY BRANCH.
Distance from Ashland.	Distance from Duluth.	Distance From White Bear.	Distance from Miller.
Spider Lake 18.2 Miles	Sauntry & Cain's 27.5 Miles	Dodge Siding 3.7 Miles	Government Road Siding 3.0 Miles
Angus Spur 24.9 "	Erlandson 29.0 "		Quarry 6.0 "
Horners Spur 33.1 "	Fox & Wisdom's Mill 44.4 "		
Larsons Spur 44.2 "	Cain's Wood Spur 56.9 "		
	Sandstone Spur 68.8 "		
MAIN LINE-Second Dist.	GRANTSBURG BRANCH.	TAYLORS FALLS BRANCH.	STILLWATER BRANCH.
Distance from Duluth.	Distance From Rush City.	Distance from Wyoming.	Distance from White Bear.
Clear Creek 21.8 Miles	Benson 6.0 Miles	Anderson's Wood Spur 8.6 Miles	St. Paul Ice Co. Spur 0.7 Miles
Grayling 68.0 "	Rungren's Spur 8.0 "	Peterson's " " 15.9 "	People's " " " 2.5 "
Grasstwine Spur 72.6 "	Lind's " 10.5 "		
Marstens Spur 104.6 "	Anderson's " 15.0 "		

### AUTHORIZED SURGEONS--LAKE SUPERIOR DIVISION.

#### LOCATION OF STRETCHERS (S).

<p>DR. W. COURTNEY, Chief Surgeon, Brainerd Hospital.</p> <p>DR. S. W. MOWERS, Asst. Surgeon, Brainerd Hospital (s).</p> <p>DR. G. R. METCALF, 110 West Fourth St., St. Paul.</p> <p>DR. E. L. MANN, Endicott Building, St. Paul.</p> <p>DR. C. L. GREENE, Lowry Building, St. Paul.</p> <p>DR. J. A. QUINN, 326 Wabasha St., St. Paul.</p> <p>DR. A. W. WHITNEY, Office 936 Payne Ave., Residence 660 Case St.</p> <p>DR. S. M. KIRKWOOD, 1615 Wesley Ave., Hamline.</p> <p>DR. A. HENDERSON, Merriam Park.</p> <p>DR. C. M. CANNON, Office 946 Raymond Ave., Residence 227 Carter Ave.</p> <p>St. Paul Freight Station (s).</p>	<p>St. Paul, Mississippi St. (s).</p> <p>" Como Shops (s).</p> <p>DR. F. A. DUNSMOOR, Andrus Bldg., Minneapolis.</p> <p>DR. A. A. LAW, Andrus Bldg., Minneapolis.</p> <p>DR. O. S. CHAPMAN, 1123 4th Ave. So., Minneapolis.</p> <p>E. Minneapolis (s).</p> <p>Minneapolis, Car Foreman's Office (s).</p> <p>Gladstone Shops (s).</p> <p>DR. C. L. CLARK, White Bear Lake (s).</p> <p>DR. B. J. MERRILL, Stillwater.</p> <p>Wyoming (s)</p> <p>DR. P. J. BJORNEBY, Lindstrom.</p> <p>DR. A. J. STOWE, Rush City (s).</p> <p>DR. P. BAKKE, Grantsburg, Wis.</p>	<p>DR. E. L. STEPHAN, Hinckley (s)</p> <p>DR. E. A. RILEY, Willow River, Minn.</p> <p>DR. L. A. SUKEFORTH, Carlton, Minn.</p> <p>DR. A. E. JOHNSON, Cloquet.</p> <p>DR. J. C. ADAMS, West Superior.</p> <p>Old Superior Freight Station (s).</p> <p>DR. W. H. MAGIE, Duluth.</p> <p>DR. A. J. BRADEN, Duluth, Minn.</p> <p>Duluth yard office at Rice's Point (s).</p> <p>West Duluth, 59th Ave. (s).</p> <p>DR. M. S. HOSMER, Ashland, Wis. (s).</p> <p>DR. J. A. PATERSON, Iron River.</p> <p>DR. C. GRAVES, Aitkin, Minn.</p> <p>DR. W. G. CAMERON, Staples (s).</p>
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#### 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.

**N. S. MITCHELL,**  
Chief Dispatcher, 1st & 2d Dist. Duluth.

**J. R. MICHAELS,**  
Chief Dispatcher, 3d Dist. St. Paul.