

NORTHERN PACIFIC RAILWAY COMPANY.

LAKE SUPERIOR DIVISION.

No. 20B

TIME TABLE

No. 20B

TO TAKE EFFECT AT 12:01 A. M.

(CENTRAL OR 90th MERIDIAN TIME.)

SUNDAY, FEBRUARY 1st, 1903.

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.

THOMAS COOPER,
Gen'l Manager.

M. C. KIMBERLY,
Gen'l Superintendent.

E. J. PEARSON,
Asst. Gen'l Superintendent.

G. W. VANDERSLICE,
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, Scalps, Tables and Wyes	Station Numbers	Distance from Ashland	TIME TABLE No. 20B February 1st, 1903 Succeeding No. 20A	Distance from Duluth	Capacity of Side Tracks	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				Tel. Offices and Calls			DAILY	EX. SUNDAY	DAILY	EX. SUNDAY
De 7.00 AM	De 12.30 AM	De 4.10 PM	De 8.20 AM	W C	0	0.0	Ashland	75.5	300	Ar 7.00 PM	Ar 11.00 AM	Ar 10.50 AM	Ar 8.55 PM
7.20	12.41	4.19	8.29	T	5	4.5	FC 4.5 C. St. P. M. & O. Junc. 5.6	71.0		6.48	10.48 C 52	10.35 C 4	3.25
7.45	12.57	F 4.28	F 8.42		10	10.1	Moquah	65.4	30	F 6.36	10.36	10.17	3.00
8.05	1.15	F 4.41	F 8.53	W	16	16.2	Ino	59.3	39	F 6.24	10.23	9.59	2.35
		F	F		19	18.2	Spider Lake	57.3	Spur	F	F		
8.35	1.32	F 4.55	F 9.10		24	23.6	Topside	51.9	39	F 6.08	10.06	9.35	1.55
Ar 9.00 PM	2.00	5.02	9.20 M 52	Y	28	28.3	Iron River	47.2	100	5.59	9.56 M 55	De 9.20 M 55	De 1.30 M 55
De 10.30 M 52	2.17	F 5.10	F 9.30	W	32	32.3	Muskeg	43.2	37	F 5.49	F 9.46	8.45	12.45
10.50	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
11.05	2.32	5.17	9.37 M 4		36	36.2	Brule	39.3	59	5.39	9.37 M 1	8.30	12.30
11.20 AM	2.55	5.29 M 2	9.48		41	41.2	Blueberry	34.3	37	5.29 M 3	9.24	8.11	12.01 PM
12.01 PM	3.06	5.34	9.53		44	43.9	Maple	31.6	22	5.22	9.18	8.02	11.40 AM
12.20	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
12.28	3.23	5.43	10.02	W	48	48.0	Poplar	27.5	30	5.09	9.07	7.47	11.10
12.40	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
					59	53.3	Ammicon	22.2	Spur				
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
					61	61.3	Saunders	14.2	81				Ar 10.15
Ar 1.40	4.10	* 6.18	* 10.35	W C	63	62.9	Sup'r Frt. Stat'n	12.6	500	* 4.36	* 8.36	6.50	De 9.40
De 2.00	4.12	6.19	10.37	S Y	63 1/2	63.3	Sup'r Pas. Stat'n	12.2	39	4.35	8.35	6.48	Ar 9.05
2.02				Y	67	67.2	So. Superior	8.3	800	De 4.25 PM	De 8.25 AM	De 6.30 AM	De 8.50 AM
Ar 2.20 PM	Ar 4.35 AM	Ar 6.29 PM	Ar 10.48 AM	W Y	67	67.2	AT 8.3 N			De 4.25 PM	De 8.25 AM	De 6.30 AM	De 8.50 AM
EX. SUNDAY	DAILY	EX. SUNDAY	DAILY							DAILY	EX. SUNDAY	DAILY	EX. SUNDAY

WASHBURN BRANCH.

West Bound.

East Bound.

MIXED No. 573	PASSENG'R No. 571	Water, Coal, Scalps, Tables and Wyes	Station Numbers	Distance from Washburn	TIME TABLE No. 20B February 1st, 1903 Succeeding No. 20A	Distance from Iron River	Capacity of Side Tracks	PASSENG'R No. 572	MIXED No. 574
Second Cl'ss	First Class				STATIONS			First Class	Second Cl'ss
EX. SUNDAY	EX. SUNDAY				Tel. Offices and Calls			EX. SUNDAY	EX. SUNDAY
De 3.05 PM	De 7.30 AM	W	WD 34	0.0	Washburn	34.0	500	Ar 7.35 PM	Ar 12.05 PM
F 3.20	F 7.42		WD 31	3.5	Engoe	30.5		F 7.23	F 11.50 AM
3.35	7.54		WD 25	8.7	Grand Crossing	25.3		7.11	11.35
F 3.39	F 7.58		WD 24	10.0	Enderline	24.0	28	F 7.07	F 11.30
F 3.51	F 8.10		WD 20	14.2	Head Quarters	19.8	Spur 20	F 6.55	F 11.15
3.55	8.14	Y	WD 19	15.5	Bayfield Jct.	18.5		6.51	11.10
4.13	8.26	W	WD 14	20.0	Benton	14.0	45	6.39	10.53
F 4.25	F 8.37		WD 10	24.0	Greenwood	10.0	30	F 6.28	F 10.38
4.31	8.43		WD 8	25.9	Slow Bridge	8.1	Spur	6.23	10.30
4.40	8.50	Y	WD 4	29.8	Port Wing Jct.	4.2	39	6.15	10.20
Ar 4.55 PM	Ar 9.00 AM	W Y	WD 28	34.0	Iron River	0.0	49	De 6.05 PM	De 10.05 AM
EX. SUNDAY	EX. SUNDAY							EX. SUNDAY	EX. SUNDAY

Registering stations—Iron River and Washburn.
 Bulletin station—Iron River.
 All trains and light engines will come to a full stop before crossing tracks of Bigelow logging railroad, 5100 feet east of Enderline, Ashland Lumber Co. railroad, 4380 feet east of Enderline, Ashland Lumber Co. railroad, at Headquarters, C. St. P. M. & O. Ry. crossing on mill track at Washburn, and will be governed by interlocking signals at C. St. P. M. & O. Ry. crossing on log landing track at Washburn.

No. 573 has right over No. 572.

SEE DULUTH AND SUPERIOR SHORT LINE TIME TABLE

Ar 6.55 PM	Ar 11.15 AM	W C S Y	WB 71 II	75.5	Duluth	0.0	700	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. track at C. St. P. M. & O. Junction, and H. N. & S. Ry., 1500 feet west of mile post 39, between Blueberry and Brule, and will be governed by interlocking signals at C. St. P. M. & O. Crossing, Superior; 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 Superior passenger station and roundhouse.

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.

Junction switch at South Superior must be left set and locked for the Second District.

No. 4 will take Siding for No. 1.

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, Stacks, Tables and Wyes	Station Numbers	Distance from Duluth	TIME TABLE No. 20B February 1st, 1903 Succeeding No. 20A	Distance from Staples	Capacity of Side Tracks	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				STATIONS			First Class	First Class	First Class	Third Class	Third Class	Third Class
EX. SUNDAY	EX. SUNDAY	DAILY	DAILY	DAILY	EX. SUNDAY	WCS TY	W B 71	0.0	Tel. Offices and Calls	147.5	700	EX. SUNDAY	DAILY	DAILY	DAILY	EX. SUNDAY	EX. SUNDAY
			De 7.30 P M	De 8.40 A M					Duluth				Ar 4.55 P M	Ar 7.55 A M			

SEE DULUTH AND SUPERIOR SHORT LINE TIME TABLE.

	De 5.10 A M M54	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 N	139.2	800		Ar 4.23 P M	Ar 7.30 A M	Ar 5.00 A M M57	Ar 6.30 P M M59		
	5.20	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		
	5.31	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		
	5.34	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		
	5.45	7.24	F 8.20	F 9.24			78	18.5	State Line 1.6	129.0			F 4.01	F 7.07	4.26	5.56		
	5.50	7.31	F 8.24	F 9.27			79	20.1	Barker 3.0 D	127.4	150		F 3.58	F 7.04	4.21	5.50		
	6.00	7.43	8.32	9.34			82	23.1	Wrenshall 4.1 D	124.4	83		3.53	6.58	4.11	5.35		
	Ar 6.30 De 7.30 M14	8.00	Ar 8.44 De 8.49	Ar 9.45 De 9.50		W Y	86	27.2	Carlton 5.1 N	120.3	170		3.43	6.50 M57	3.57	De 5.00 Ar 4.05		
	7.50	8.19	F 9.01	F 10.01			91	32.3	Pine Grove 4.8	115.2	58		F 3.32	F 6.38	3.39	3.50		
	8.10	8.37	9.11	10.10		T	96	37.1	Sawyer 6.5 D	110.4	120		3.26 P 58	6.31	3.24	De 3.36 Ar 3.21 12 P		
	8.35	8.55	F 9.24	F 10.23			102	43.6	Corona 5.4	103.9	57		F 3.14	F 6.18	3.03	2.45		
	9.05	9.13	9.33	10.33		W	108	49.0	Cromwell 6.0 N	98.5	80		3.05	6.09	2.46	2.15		
	9.32	9.29	F 9.45	F 10.43			114	55.0	Wright 6.1	92.5	70		F 2.54	F 5.58	2.25	1.49		
	10.02	Ar 9.52 De 10.07 13 P	F 9.57 P 53	F 10.54			120	61.1	Tamarack 4.9	86.4	80		F 2.44	F 5.47	2.05	1.23		
	10.25	10.19	F 10.06	F 11.02			125	66.0	Grayling 4.2	81.5	80		F 2.35	F 5.37	1.50	1.03		
	Ar 10.45 De 11.20 11 P	Ar 10.30 De 10.50	10.15	11.10 P 57		WC	129	70.2	McGregor 4.8 N	77.3	190		2.28	5.29	De 1.35 Ar 1.10	De 12.40 Ar 12.05 P M		
	11.42 M58	11.06	F 10.25	F 11.19			133	75.0	Portage 4.1	72.5	80		F 2.20	F 5.20	12.54	11.42 A M M57		
	11.59 A M	11.21	10.34	11.27 M58			138	79.1	Kimberly 5.3 D	68.4	58		2.13	5.13	12.40	De 11.27 Ar 11.22 M11		
	12.20 P M	11.40	F 10.46	F 11.37			144	84.9	Rosburg 6.1	62.6	85		F 2.03	F 5.03	12.21 A M	10.53		
	Ar 12.40 De 1.53 M12	11.59 P M M54	10.58	11.49		W	150	91.0	Aitkin 4.7 N	56.5	119		1.53 M57	4.48	De 11.59 Ar 11.54 P M M53	De 10.25 Ar 8.50		
	2.15	12.15 A M	F 11.08 M54	F 11.58 A M			155	95.7	Cedar Lake 5.7	51.8	85		F 1.43	F 4.38	De 11.08 Ar 11.03 M13	8.30		
	2.55	12.38	11.21	12.09 P M		W	160	101.4	Deerwood 9.5 N	46.1	110		1.35	4.30	10.40	8.10		
	3.30	1.02	F 11.40	F 12.24			170	110.9	Jonesville 7.2	36.6	85		F 1.22	F 4.16	10.03	7.30		
	De 6.30 P M	Ar 4.00 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 C 12	WCS TY	177	118.1	Brainerd 4.4 N	29.4	875	Ar 12.45 P M M11	De 1.10 Ar 1.00 C 5	De 4.05 Ar 3.55	De 9.35 Ar 8.55	De 7.00 A M EX. SUNDAY	Ar 9.10 A M
	6.46		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	
	7.07		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	
	7.20		2.55	F 12.31	F 1.08	F 1.48		191	131.6	Pillager 5.0 D	15.9	57	F 12.23	F 12.34	F 3.31	8.17	8.30	
	7.36		Ar 3.18 De 3.23 M14	F 12.40	F 1.16	F 1.57		196	136.6	Whelock 3.7	10.9	72	F 12.15	F 12.25	F 3.23 M53	8.03	8.13	
	7.53 M54		3.42	12.47	1.23	2.03	W	199	140.3	Motley 4.2 N	7.2	118	12.08	12.18	3.17	7.53 M59	8.00	
	8.12		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 8.30 P 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	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. SUNDAY		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 and South Superior.

Brainerd Yard extends to Gravel Pit, two (2) miles east of Brainerd.
No. 14 will wait at Staples for Nos. 4, 7 and 8 of Minnesota Division.
No. 12 will wait at Staples for No. 2 and at Brainerd for Nos. 5 and 6 of Minnesota Division.
No. 11 will wait at Carlton for branch No. 472.
Junction switch at South Superior must be left set and locked for the second district.

West Bound.

MINNEAPOLIS TO HINCKLEY.
(Via St. Paul.)

THIRD DISTRICT.

WAY FRT No. 173 Third Class EX. SUNDAY	FAST FRT No. 171 Second Class DAILY	MIXED No. 181 Second Class EX. SUNDAY	Water, Coal, Stakes, Tallow, and Wye	Capacity of State Tracks.	Time Table No. 20B February 1st, 1903 Succeeding No. 20A	Distance Mins/Secs	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									
					STATIONS Tel. Offices and Calls															
					Minneapolis 10.9	0.0	De 8.15 AM Via G. N. Ry.	De 2.00 PM Via G. N. Ry.	De 10.30 PM Via G. N. Ry.	De 4.55 PM Via G. N. Ry.										
					St. Paul U. D. C. & N. R. R. 0.5 Crossing	10.9	De 8.55 AM Cros	De 2.25 PM	De 11.10 PM	De 5.35 PM	De 6.10 PM									
De 5.00 AM	De 7.40 PM				Third St. Jct. 2.0	11.4	* 8.58	* 2.30	11.13	* 5.38	* 6.13									
5.10	7.50				East Seventh Street PO 0.5	13.4	9.04	* 2.35 M102 D T	11.20	5.44	6.19 M104 D T									
5.15	7.51				Claymont 2.0	13.9	* 9.05		11.21	* 5.45	* 6.20									
5.25 M 173 D T	8.00				Gladstone SI W. C. R. R. 5.2 Crossing	15.9	9.09	2.40	11.27	5.50	6.24 M174 D T									
					East Minneapolis NY 2.8	6.4														
					Belt line R.R. Cros'g 1.5	9.2														
					Rose 1.0	10.7														
					Owasso 3.5	11.7														
					Little Canada 3.5	15.2														
5.45 M 106 D T	8.20				M. & D. Jct. 0.6	21.1	* 9.20	* 2.50	11.38	* 6.00 M104 D T	* 6.34									
5.50	8.23				Lake Shore 0.6	21.7	F 9.22		11.40	6.02	6.36									
Ar 6.55 De 7.05	Ar 8.25 De 8.50				White Bear M. S. P. & S. Sta. 1.0 M. R. R. Cr's	22.3	Ar 9.25 De 9.27	2.55	Ar 11.45 De 11.55	Ar 6.05 De 6.10	6.40 PM Ar									
7.12	8.54				Bald Eagle JN 4.2	23.3	9.29	F 2.57	11.59 PM	6.13	DAILY See Page 6 S. W. Beh									
Ar 7.20 De 7.54 M 108	9.08				Hugo VN 8.4	27.5	9.35	* 3.05	12.10 AM	6.21										
8.35	9.30				Forest Lake ST 4.2	35.9	9.46	3.16	12.31	6.37										
Ar 8.50 De 9.58	101 P 9.45				Wyoming WI 4.2	40.1	9.58 M173	3.25	12.42	6.45 PM Ar										
10.30	9.57				Stacy CA 7.9	44.3	10.00	* 3.31 M174	12.52	EX. SUNDAY See page 6										
11.30 AM	10.18				North Branch CH 5.1	52.2	10.14	F 3.42	F 1.10	T. F. Beh										
12.01 PM	10.35				Harris HA 6.9	57.3	10.24	3.49	F 1.23											
Ar 12.35 M 174 De 12.57 M 102	10.55				Rush City RC 5.1	64.2	10.36 M174	4.00	1.41											
1.40	11.12				Rock Creek RK 4.8	69.3	10.45	* 4.08	F 1.53											
2.20	11.27				Pine City J 6.0	74.1	10.53	4.17	2.05 M175											
3.10	11.44 PM				Beroun RN 3.8	80.1	11.04	* 4.27 M106	F 2.20											
3.40					Mission Creek E. M. R. R. 3.2 Crossing	83.9	11.11	* 4.33	F 2.26											
4.09 PM Ar M 104	12.05 AM Ar				Hinckley HN	87.1	11.18 AM Ar	4.37 PM Ar	2.37 AM M106											
EX. SUNDAY	DAILY						EX. SUNDAY	DAILY	DAILY											

Registering stations—Minneapolis, East Minneapolis, St. Paul (Third Street Junction), 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 (Third Street Junction) and White Bear.
Standard clocks—St. Paul (Third Street Junction), White Bear and Hinckley.
 Time table rules and regulations of Great Northern Ry. will govern all trains using their track.

All trains **must** approach M. & D. Jct. under full control, expecting to find crossover in use.
 All west bound trains must run under full control between M. & D. Junction and Lake Shore, expecting to find a fully rated freight train running ahead.
 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.
 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 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.

THIRD DISTRICT.

HINCKLEY TO MINNEAPOLIS.
(Via St. Paul.)

East Bound.

PASSENGER No. 118	PASSENGER No. 114	PASSENGER No. 108	PASSENGER No. 106	PASSENGER No. 104	PASSENGER No. 102	Distance from Duluth	Time Table No. 20B February 1st, 1903 Succeeding No. 20A	Station Numbers	MIXED No. 180	PAST FR'T No. 172	WAY FR'T No. 174
First Class SUN. ONLY	First Class EX. SUNDAY	First Class EX. SUNDAY	First Class DAILY	First Class DAILY	First Class EX. SUNDAY		STATIONS	Second Class DAILY	Second Class DAILY	Third Class EX. SUNDAY	
		Ar 9.20 AM Via G. N. Ry.	Ar 7.00 AM Via G. N. Ry.	Ar 7.00 PM Via G. N. Ry.	Ar 3.30 PM Via G. N. Ry.	162.9	Minneapolis 10.9	L 160			
Ar 10.00 AM	Ar 7.55 AM	Ar 8.40 AM	Ar 6.20 AM	Ar 6.25 PM	Ar 2.50 PM	152.0	U St. Paul U. D. C. B. & Q. R. R. 0.5 Crossing.	L 152			
*9.55	*7.50	*8.35	*6.15	*6.20	*2.45	151.5	Third St. Jct. 2.0		Ar 6.10 AM C106	Ar 7.00 PM	
9.50	7.45	8.30	6.06	*6.15	2.40	149.5	East Seventh St. PO 0.5	L 150	5.55	6.45	
*9.49	*7.44	*8.29	*6.05	*6.14	*2.39	149.0	Claymont 2.0	L 149	5.53	6.43	
9.45	7.40	8.25	6.00	*6.10	2.35	147.0	Gladstone W. C. R. R. 5.2 Crossing.	L 147	5.45	6.35	
						154.1	East Minneapolis NY 2.8	L 154	Ar 7.55 AM		
						151.3	Belt Line R. R. Cross'g 1.5	L 152			
						149.8	Rose 1.0	L 149	7.30		
						148.8	Owasso 3.5	L 145			
						145.3	Little Canada 3.5	L 144	7.12		
*9.35	*7.30	*8.15	*5.45	*5.59	*2.24	141.8	M. & D. Jct. 0.6	L 142	6.55	5.21	6.15
9.33	7.28	8.13	F 5.43	*5.57	F 2.22	141.2	Lake Shore 0.6	L 141	6.50	5.18	6.13
9.30 AM De	7.25 AM De	De 8.10 Ar 8.05	De 5.40 Ar 5.35	5.55	2.20	140.6	White Bear M. St. P. & S. Ste. 1.0 M. R. R. Cross'g	L 141	De 6.45 AM DAILY	De 5.15 Ar 5.00	De 6.10 PM Ar 5.10 PM
SUN. ONLY	EX. SUNDAY	8.02	5.32	F 5.53	2.15	139.6	Bald Eagle 4.2	L 140		4.55	5.05
		7.54	F 5.22	*5.48	2.08	135.4	Hugo VN 8.4	L 135		4.42	4.48
		7.38	F 5.04	5.35	1.54	127.0	Forest Lake ST 4.2	L 127		4.15	4.10
		7.30 AM De	4.55	5.28	1.45	122.8	Wyoming WI 4.2	L 123		4.00	3.50
		EX. SUNDAY	F 4.45	*5.22	1.36	118.6	Stacy CA 7.9	L 119		3.46	De 3.31 PM Ar 3.26
			F 4.26	F 5.10	1.20	110.7	North Branch CH 5.1	L 111		3.20	De 2.50 PM Ar 2.10
			F 4.15	5.01	1.10	105.6	Harris HA 6.9	L 106		3.03	1.44
			4.00	4.51	12.57	98.7	Rush City RC 5.1	L 99		2.40	De 1.02 PM Ar 8.20 AM
			F 3.47	*4.43	12.44	93.6	Rock Creek RK 4.8	L 94		2.23	8.00
			3.36	4.36	12.32	88.8	Pine City J 6.0	L 89		De 2.05 PM Ar 2.00	7.42
			F 3.22	*4.27	12.17	82.8	Beroun RN 3.8	L 83		1.32	7.20
			F 3.15	*4.20	12.08 PM	79.0	Mission Creek E. M. R. R. 3.2 Crossing	L 79			7.10
			3.07 AM De	4.14 PM De	11.59 AM De	75.8	Hinckley HN	L 76		1.00 AM De	7.00 AM De
			DAILY	DAILY	EX. SUNDAY				DAILY	EX. SUNDAY	

Registering stations—Minneapolis, East Minneapolis, St. Paul (Third Street Junction), 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 (Third Street Junction) and White Bear.

Standard clocks—St. Paul (Third Street Junction), White Bear and Hinckley.

Time table rules and regulations of Great Northern Ry. will govern all trains using their track.

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.

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

All west bound trains must run under full control between M. & D. Junction and Lake Shore, expecting to find a fully rated freight train running ahead.

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.

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

West Bound.

THIRD DISTRICT.

East Bound.

WAY FRT No. 175 Third Class EX. SUNDAY	FAST FRT No. 171 Second Class DAILY	MIXED No. 189 Second Class EX. SUNDAY	PASSENGER No. 105 First Class DAILY	PASSENGER No. 103 First Class DAILY	PASSENGER No. 101 First Class EX. SUNDAY	Water, Coal, Stables, Tables and Wagon	Siding Capacity in Cars	Distance from Mile apart.	Time Table No. 20B February 1st, 1903 Succeeding No. 20A			Distance from Duluth	Station Numbers	PASSENGER No. 102 First Class EX. SUNDAY	PASSENGER No. 104 First Class DAILY	PASSENGER No. 106 First Class DAILY	MIXED No. 188 Second Class EX. SUNDAY	FAST FRT No. 172 Second Class DAILY	WAY FRT No. 176 Third Class EX. SUNDAY
									STATIONS Tel. Offices and Calls										
									Ar	De	Ar								
De 8.00 AM	De 12.20 AM		De 2.52 AM	De 4.39 PM	De 11.20 AM	WCST	150	87.1	Ar	De	Ar	Ar	Ar	Ar		Ar	Ar	Ar	
8.20	12.38		F 3.04	* 4.46	11.29 AM		110	91.9	HN	HN	11.58 AM	4.12 PM	2.52 AM		12.15 AM	3.30 PM	3.30 PM		
Ar 8.45 De 9.30	12.55		3.15	* 4.53	11.38 AM	Y	80	96.6	AD	AD	11.47	* 4.05	F 2.38		11.55 PM	2.55	2.55		
10.00	1.10		F 3.22	* 4.58	11.45		70	100.2	MR	MR	11.38 AM	* 3.59	2.25		11.43	2.20	2.20		
10.37	1.32		3.32	* 5.06	11.55 AM	W	74	105.2	FD	FD	11.30	* 3.54	F 2.16		11.30	1.50	1.50		
Ar 11.08 De 11.13	Ar 1.49 De 1.54		F 3.42	* 5.12	12.02 PM		110	109.2	RD	RD	11.21	* 3.48	2.03		11.15	1.15	1.15		
11.45	2.10		F 3.53	* 5.18	12.11 AM		170	113.6	RA	RA	11.13 AM	* 3.42	F 1.54		11.04	12.45	12.45		
12.07 PM	2.25		F 4.07	* 5.27	12.21	W	91	119.5	SG	SG	11.05	* 3.35	F 1.42		10.54	De 12.11 Ar 11.45	De 12.11 Ar 11.45		
Ar 12.25 De 12.40	2.44		F 4.18	* 5.33	12.30 PM		85	124.1	MU	MU	10.53	* 3.28	F 1.28		10.38	11.20	11.20		
1.09	3.01		F 4.33	* 5.42	12.40		120	130.1	BR	BR	10.43	* 3.22	F 1.15		10.27	11.00	11.00		
1.37	3.16		F	*	F		Spur 4	134.9	F	F	10.30 PM	* 3.13	F 1.00		10.12	De 10.35 Ar 10.25	De 10.35 Ar 10.25		
Ar 2.10 De 2.55	Ar 3.35 De 3.40		5.05	6.00	1.03	WCST	286	142.3	UN	UN	10.18	* 3.04	12.45		9.57	De 9.40 Ar 9.25	De 9.15 Ar 8.15		
2.58	3.45		F 5.09	* 6.02	F 1.06		35	143.6	OT	OT	10.02	* 2.52	F 1.26		9.18	8.10	8.10		
3.17	3.58		F 5.18	* 6.07	F 1.12		64	146.7	TH	TH	F 9.55	* 2.47	F 1.18		9.03	8.00	8.00		
3.40	4.20		F 5.32	* 6.16	F 1.21		80	151.6	HO	HO	F 9.43	* 2.38	F 1.08 AM		8.45	7.43	7.43		
3.52	4.35		F 5.42	* 6.22	F 1.30		35	155.0	SM	SM	F 9.34	* 2.31	11.54 PM		8.25	7.33	7.33		
4.10	4.45	11.37 AM De	* 5.58	* 6.28	* 1.37			157.4	JS	JS	* 9.27	* 2.26	11.43		8.12	7.25	7.25		
			5.55	6.30	1.39				59th Avenue ND	59th Avenue ND	9.26	2.24	11.40						
4.20	4.53	11.41	Ar	6.10 AM	6.40 PM	1.50 PM	Y		West Superior WR Passenger Station	West Superior WR Passenger Station	9.15 AM	2.10 PM	11.25 PM						
4.25	4.55	11.45	Ar	6.10 AM	6.40 PM	1.50 PM	Y		West Duluth WU	West Duluth WU	9.15 AM	2.10 PM	11.25 PM						
4.40	5.00	11.50	De	* 3.35 PM	10.10 AM			158.7	ONE	ONE	4.2	L 04			9.26	8.00	7.28		
4.50 PM	5.20 AM	11.55	De	* 3.36	10.11			35	159.2	D.M.&N.Jct.	1.9	L 02			9.24	7.58	7.25		
EX. SUNDAY	DAILY	11.56 AM	De	* 3.37	10.12				161.0	Duluth	1.3	L 2			9.19	7.49	7.14		
			Ar						161.6	Rice's Point	0.9	L 1			9.18	7.45 PM	7.10 AM		
			Ar						162.0	Duluth	0.0	WB	9.00 AM	1.55 PM	11.10 PM	De	De	De	
			Ar						162.9	Duluth	0.0	WB	9.00 AM	1.55 PM	11.10 PM	De	De	De	

Registering stations—Hinckley, Carlton, West Superior Jct., West Superior, Rice's Point and Duluth.
 Bulletin stations—Carlton, Rice's Point Yard and Duluth Union Depot.
 Standard clocks—Hinckley, Carlton, Rice's Point and Chief Dispatcher's Office, Duluth.
 All trains and engines must come to a full stop 200 feet from the junction with Duluth and Superior Short Line at Rice's Point and must not proceed until way is known to be clear.

Junction switch at West Superior Junction will be kept set for the West Superior line.
 Double track switch at West Superior Junction will be kept set for the west bound track.
 All engines with or without trains will come to a full stop for draw span between 59th Ave. and West Superior, as per book of rules.

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, D. M. & N. Jct., and Belt Line Crossing.

West Bound.

STILLWATER BRANCH.

East Bound.

Table for Stillwater Branch showing train schedules for Mixed (Nos. 155, 117, 126, 156) and Passenger (Nos. 123, 119, 116, 120, 124) trains. Includes columns for station names (White Bear, Dellwood, Peninsular, Mahtomedi, Duluth Jct., Summit, Stillwater), times, and directions.

Registering stations—White Bear and Stillwater.

Passenger trains will wait at White Bear for connections. No. 155 has right over No. 116.

Bulletin station and standard clock—White Bear. All trains will come to a full stop for Wisconsin Central Crossing.

West Bound.

TAYLORS FALLS BRANCH.

East Bound.

Table for Taylors Falls Branch showing train schedules for Mixed (Nos. 261, 262) and Passenger (No. 108) trains. Includes columns for station names (Wyoming, Chisago City, Russell Beach, Lindstrom, Centre City, Shafers, Franconia, Taylors Falls, Taylors Falls Yard), times, and directions.

Registering stations—Wyoming and Taylors Falls.

No. 261 has right over No. 262.

West Bound.

GRANTSBURG BRANCH.

East Bound.

Table for Grantsburg Branch showing train schedules for Mixed (Nos. 361, 362) and Passenger (No. 208) trains. Includes columns for station names (Rush City, Martin's Spur, St. Croix River, Benson, Grantsburg), times, and directions.

Registering stations—Rush City and Grantsburg.

No. 361 has right over No. 362. Branch Trains will protect themselves by flag against Main Line Trains at East "Y" at Rush City.

West Bound.

CLOQUET BRANCH.

East Bound.

Table for Cloquet Branch showing train schedules for Mixed (Nos. 479, 477, 475) and Passenger (Nos. 473, 471, 472, 474, 476) trains. Includes columns for station names (Carlton, Scanlon, Cloquet), times, and directions.

Registering stations—Carlton and Cloquet. Bulletin station and standard clock—Carlton. SPECIAL RULE.—No. 475 has right over No. 472.

Interlocking switch and signal—Carlton.

No. 473 has right over No. 476. No. 477 has right over No. 478.

No. 471 has right over No. 474. No. 478 has right over No. 471.

West Bound.

OLD LINE—FOND DU LAC TO WEST SUPERIOR JCT.

East Bound.

Table for Old Line—Fond du Lac to West Superior Jct. showing train schedules for Mixed (Nos. 189, 188) and Passenger (No. 208) trains. Includes columns for station names (Fond du Lac, New Duluth, Spirit Lake, West Superior Jct.), times, and directions.

Registering stations—Fond du Lac and West Superior Junction.

SPECIAL INSTRUCTIONS.

DOUBLE TRACK RULES.

Double track extends from double track switch at Third Street Junction to White Bear, and from West Superior 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 Superior Junction without orders.

Second class trains may run ahead of delayed first class trains and their sections between Duluth and West Superior 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. 173, 174, 175 and 176 (3d Dist.), Nos. 55 and 56 (1st Dist.), No. 57 Aitkin to Brainerd and No. 54 Staples to Aitkin will carry passengers with proper transportation accompanied by freight train permit.

Rule No. 8. 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. 9. Retainers must be used on grade between Pine Grove and South Superior, Carlton and West Superior 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.

Rule No. 10. All trains must receive a clearance at registering stations as per paragraph "D," Rule No. 308, Book of Rules.

Rule No. 11. Derail switches are located as follows and must be kept set in derailing position when not in use:

- West end siding at Pearson;
- West end siding at Maple;
- East end delivery track, East Seventh Street;
- East end of transfer track, East Seventh Street;
- East end siding Nos. 1, 2, 3, and 4, Claymont;
- East end house track at Stacy;
- East end loading spur, Mission Creek;
- East end loading spur, Friesland;
- East end of Sautry-Cain spur;
- West end of siding at Howell;
- East end of quarry track, Miller Branch;
- West end Ironton steel plant track;
- Furnace Track, 59th Avenue;
- East end siding, Pine Grove.

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.
Phillipps Spur 32.0 Miles	Sauntry & Cain's 27.5 Miles	Dodge Siding 3.7 Miles	Government Road Siding 3.0 Miles
Horners Spur 33.1 "	Fox & Wisdom's Mill 44.4 "		Quarry 6.0 "
Bell's Spur 40.0 "	Cain's Wood Spur 56.9 "	TAYLORS FALLS BRANCH..	STILLWATER BRANCH.
Larsons Spur 44.2 "	Sandstone Spur 68.8 "	Distance from Wyoming.	Distance from White Bear.
WASHBURN BRANCH.	Brick Yard " 100.7 "	Anderson's Wood Spur 8.6 Miles	St. Paul Ice Co. Spur 0.7 Miles
Distance from Washburn.	Garen 130.7 "		People's " " " 2.5 "
Smith's Spur 8.0 Miles	GRANTSBURG BRANCH.		
MAIN LINE-Second Dist.	Distance From Rush City.		
Distance from Duluth.	Rungren's Spur 8.0 Miles		
Clear Creek 21.8 Miles	Lind's " 10.5 "		
Grass Twine Spur 72.6 "	Anderson's " 15.0 "		

AUTHORIZED SURGEONS--LAKE SUPERIOR DIVISION.

LOCATION OF STRETCHERS (S).

<p>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. J. W. CHAMBERLIN, Oculist, 220 Lowry Building, St. Paul. DR. E. V. APPLEBY, Oculist, 90 Lowry Building, St. Paul. DR. A. W. WHITNEY, Office 936 Payne Ave., Residence 660 Case St., St. Paul. DR. S. M. KIRKWOOD, 1615 Wesley Ave., Hamline. DR. A. HENDERSON, Merriam Park. DR. C. M. CANNON, Office 946 Raymond Ave., Residence 227 Carter Ave. St. Paul Freight Station (s).</p>	<p>St. Paul Mississippi St. (s). " Como Shops (s). " Third Street Freight Station (s). DR. F. A. DUNSMOOR, Andrus Bldg., Minneapolis. DR. A. A. LAW, Andrus 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. P. J. BJORNEBY, Lindstrom. DR. A. J. STOWE, Rush City (s). DR. P. BAKKE, Grantsburg, Wis. DR. E. L. STEPHAN, Hinckley (s).</p>	<p>DR. E. A. RILEY, Willow River, Minn. DR. L. A. SUKEFORTH, Carlton, Minn. DR. A. E. JOHNSON, Cloquet. DR. C. S. KNOX, Superior. DR. J. C. ADAMS, West Superior. Old Superior Freight Station (s). DR. W. H. MAGIE, Duluth. DR. A. J. BRADEN, Duluth, Minn. DR. C. E. LUM, Oculist and Aurist, Duluth, Minn. Duluth yard office at Rice's Point (s). West Duluth, 59th Ave. (s). DR. M. S. HOSMER, Ashland, Wis. (s). DR. T. R. SPEARS, Washburn, Wis. DR. J. A. PATERSON, Iron River. DR. C. GRAVES, Aitkin, Minn. 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,
Asst. Superintendent.

M. McKERNAN,
Train Master.

F. E. POTTER,
Chief Dispatcher, Duluth.

C. E. McMULLEN,
Asst. Train Master, 3d Dist., St. Paul.

NORTHERN PACIFIC RY.

GENERAL TIME TABLE NO. 21.

NOVEMBER 2d, 1902.

No. 53	No. 15	No. 13	No. 11	No. 9	No. 7	No. 5	No. 3	No. 1	STATIONS	No. 2	No. 4	No. 6	No. 8	No. 10	No. 12	No. 14	No. 16	No. 54
No. 61 12.30 A							4.10 P	8.20 A	ASHLAND 67.2	7.00 P	11.00 A							No. 62 10.50 A
4.35 A							6.29 P	10.48 A	S. SUPERIOR 4.1	4.25 P	8.25 A							6.30 A
4.45 A							6.40 P	11.00 A	W. SUPERIOR 4.2	4.15 P	8.15 A							6.20 A
5.00 A							6.55 P	11.15 A	DULUTH 4.2	4.00 P	8.00 A							6.00 A
5.10 A									DULUTH 4.2									5.50 A
5.30 A																		5.35 A
6.25 P		7.30 P	8.40 A															5.55 A
5.40 P		7.45 P	8.55 A															5.40 A
5.55 P																		5.30 A
6.10 P		7.55 P	9.05 A															5.10 A
6.40 P																		5.00 A
1.20 A		11.55 P	12.35 A															4.35 A
2.00 A		12.05 A	12.45 A															4.20 A
4.15 A		1.00 A	1.35 P															4.05 A
8.00 P																		3.55 P
																		3.30 P
11.05 P																		3.15 P
4.50 A																		3.00 P
6.15 A																		2.45 P
7.25 A																		2.30 P
8.45 A																		2.15 P
7.25 A																		2.00 P
7.35 A																		1.55 P
11.30 A																		1.40 P
12.15 P																		1.25 P
2.05 P																		1.10 P
																		1.00 P
3.00 P																		1.12 A
3.30 P																		6.30 P
11.15 P																		8.55 A
5.00 A																		2.00 A
3.25 P																		11.20 P
4.05 P																		10.40 P
10.40 P																		4.00 P
11.00 P																		3.25 P
6.25 A																		8.35 A
6.15 A																		6.25 A
5.15 A																		11.10 P
12.25 P																		10.35 P
12.45 P																		9.00 P
8.15 P																		2.00 P
9.15 P																		1.50 P
4.10 A																		5.30 A
5.10 A																		4.30 A
11.35 A																		10.30 P
1.00 P																		9.00 P
9.00 P																		2.00 P
10.30 P																		1.50 P
2.30 A		No. 13	No. 11															8.35 A
2.35 A		8.05 A	3.50 P															8.30 A
7.55 A			5.50 P															1.55 A
8.55 A			6.00 P															12.45 A
10.45 A		11.05 A																10.00 P
1.35 P																		6.35 P
5.30 P																		6.20 P
6.30 P																		12.30 P
7.50 A																		11.30 A
8.50 A																		11.30 A
11.00 A																		7.50 P
10.25 A																		6.35 P
12.03 A																		5.00 P
8.50 P																		4.00 A
11.00 A																		1.30 P
8.15 P																		8.00 A
10.30 P																		4.30 A
10.10 A																		8.30 P

Nos. 3 and 4 Ashland to Duluth, 5 and 6 St. Paul to Fargo and 7 and 8 Butte to Hamilton, daily except Sunday. All others daily.
* Continued.