

NORTHERN PACIFIC RAILWAY COMPANY

LAKE SUPERIOR DIVISION

TIME 23 TABLE

IN EFFECT AT 12:01 A. M. (Central or 90th Meridian Time)

MONDAY, SEPTEMBER 14th, 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.

NEWMAN KLINE,
Ass't Gen'l Superintendent.

M. C. KIMBERLY,
Ass't Gen'l Manager.

E. C. BLANCHARD,
Superintendent.

F. W. GILBERT,
Gen'l Superintendent.

I. B. RICHARDS,
Supt. Car Service.

West Bound.

FIRST DISTRICT.

East Bound.

WAY FREIGHT No. 55	FREIGHT No. 51	PASSNG'R No. 3	PASSNG'R No. 1	Water, Coal, Scales, Tables and Weys	Station Numbers	Distance from Ashland	TIME TABLE No. 23 Sept. 14th, 1903 Succeeding No. 228	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 Tel. Offices and Calls			First Class	First Class	Sec'd Class	Th'd Class
EX. SUNDAY	DAILY	DAILY	DAILY	W C T			Ashland FC 4.5 N	75.5	300	Ar 7.00 PM	Ar 11.00 A M	Ar 6.30 A M	Ar 3.00 P M
De 7.00 A M	De 12.30 A M	De 4.25 P M	De 8.20 A M		0	0.0							
7.20	12.41	4.34	8.29		5	4.5	C. St. P. M. & O. Junc. 5.6	71.0		6.48	10.48	6.13	2.40
7.45	12.57	F 4.43	F 8.42		10	10.1	Moquah 6.1	65.4	30	F 6.36	10.36	5.53	2.15
8.05	1.15	F 4.54	F 8.53	W	16	16.2	Ino 2.0	59.3	39	F 6.24	10.23	5.30	1.45
		F	F		19	18.2	Spider 5.4	57.3	Spur	F	F		
8.35	1.32	F 5.08	F 9.10		24	23.6	Topside 4.7	51.9	39	F 6.08	10.06	5.00	1.10
Ar 9.00 P M	2.00	5.19	9.20	Y	28	28.3	Iron River 4.0 N	47.2	100	5.59	9.56 M 55	4.30	De 12.40 P M
De 10.30 M 4	2.17	F 5.29	F 9.30	W	32	32.3	Muskeg 2.6	43.2	37	F 5.49	F 9.46	4.10	Ar 11.59 A M
10.50	2.26	F 5.34	F 9.34		35	34.9	Pearson 1.3	40.6	15	F 5.42	F 9.40	3.58	11.27
11.05	2.32	5.39 M 2	9.37 M 4		36	36.2	Brule 5.0 D	39.3	59	5.39 M 3	9.37 M 1	3.55	11.20 M 55
11.20 A M	2.55	5.50	9.48		41	41.2	Blueberry 2.7 D	34.3	37	5.29	9.24	3.35	10.35
12.01 P M	3.06	5.57	9.53		44	43.9	Maple 1.5	31.6	22	5.22	9.18	3.20	10.10
12.20	3.12 M 52	F 6.01	F 9.57 M 56		45	45.4	Wiehe 2.6 D	30.1	35	F 5.16	F 9.13	3.12 M 51	De 9.57 M 1
12.28	3.23	6.07	10.02	W	48	48.0	Poplar 2.1	27.5	30	5.09	9.07	2.57	Ar 9.52
12.40	3.30	F 6.12	F 10.07		50	50.1	Wentworth 3.2	25.4	32	F 5.01	F 8.59	2.46	9.25
		F 6.22	F 10.20		53	53.3	Amnicon 3.2	22.2					
1.15	3.49	6.34	10.35	W C T	57	56.5	Cutter 4.8	19.0	36	F 4.49	F 8.48 P 56	2.08	De 8.53 P M
Ar 1.40	4.10	* 6.34	* 10.35	W C T	61	61.3	Allouez 1.6	14.2	81				Ar 8.43 P M
De 2.00	4.12	6.36	10.37	Y	63	62.9	Nettleton Ave. SF Sup. 0.4 Frt. Sta. D	12.6	500	* 4.36	* 8.36	1.35	De 8.00 P M
2.02				Y	63 1/2	63.3	Nettleton Ave. SF Sup. 3.9 Pas. Sta. D	12.2	39	4.35	8.35	1.32	Ar 7.25 P M
Ar 2.20 P M	Ar 4.35 A M	Ar 6.44 P M	Ar 10.48 A M	W Y	67	67.2	Central Ave. Sup. 8.3 N	8.3	800	De 4.25 P M	De 8.25 A M	De 1.15 A M	De 7.00 A M

West Bound. WASHBURN BRANCH. East Bound.

MIXED No. 573	MIXED No. 571	Water, Coal, Scales, Tables and Weys	Station Numbers	Distance from Washburn	TIME TABLE No. 23 Sept. 14th, 1903 Succeeding No. 228	Distance from Iron River	Capacity of Side Tracks	MIXED No. 572	MIXED No. 574
Second Cl'ss	Second Cl'ss				STATIONS Tel. Offices and Calls			Second Cl'ss	Second Cl'ss
EX. SUNDAY	EX. SUNDAY	W	WD		Washburn WN 3.5 D	34.0	500	EX. SUNDAY	EX. SUNDAY
De 2.55 P M	De 7.00 A M		34	0.0				Ar 8.05 P M	Ar 12.05 P M
F 3.06	F 7.11		31	3.5	Engoe 5.2	30.5		F 7.53	F 11.53 A M
3.21	7.26		25	8.7	Grand Crossing 1.3	25.3		7.38	11.38
F 3.25	F 7.30		24	10.0	Enderline 4.2	24.0	28	F 7.34	F 11.34
F 3.37	F 7.42		20	14.2	Head Quarters 1.3	19.8	Spur 20	F 7.22	F 11.22
3.41	7.46		19	15.5	Sealy 4.5	18.5		7.16	11.16
3.57	8.02	W	14	20.0	Benton 4.0	14.0	45	6.59	10.59
F 4.12	F 8.17		10	24.0	Greenwood 1.9	10.0	30	F 6.44	F 10.44
4.20	8.25		8	25.9	Slow Bridge 3.9	8.1	Spur	6.37	10.37
4.37	8.42	Y	4	29.8	Bena 4.2	4.2	39	6.21	10.21
Ar 4.55 P M	Ar 9.00 A M	W Y	28	34.0	Iron River RV N	0.0	49	De 6.05 P M	De 10.05 A M

(2.00) (2.00) Time over District..... (2.00) (2.00)
 17.0 17.0 Average Speed per Hour..... 17.0 17.0

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.
 No. 571 has right over No. 574.
 Washburn branch trains will wait at Iron River for connections.

SEE DULUTH AND SUPERIOR SHORT LINE TIME TABLE

Ar 3.20 P M	Ar 5.30 A M	Ar 7.10 P M	Ar 11.15 A M	W C T	WB 71	75.5	Duluth	0.0	De 4.00 P M	De 8.00 A M	De 12.05 A M	De 4.45 A M
EX. SUNDAY	DAILY	DAILY	DAILY	TI			DU	N	DAILY	DAILY	DAILY	EX. SUNDAY
(8.20)	(5.00)	(2.45)	(2.55)						(3.00)	(3.00)	(6.25)	(9.15)
9.0	15.1	27.4	25.8						25.1	25.1	11.7	8.1

Registering and bulletin stations—Ashland, Central Ave., 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, Nettleton Ave., Superior; Northwestern Coal Ry. Crossing just east of Allouez, 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 Nettleton Ave., Superior, and will not proceed until it is known that the bridge is properly closed and secured.

Passenger trains will wait at Iron River for Washburn branch connections.
 The speed of engines and trains must not exceed four (4) miles per hour between Nettleton Ave., Superior, passenger station and roundhouse.
 Between Central Ave., Superior, and Duluth, trains will be governed by Duluth and Superior Short Line Time Table.
 First Dist. No. 2 will wait at Central Ave., Superior, for Second Dist. No. 12.
 Junction switch at Central Ave., 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.

Table with columns for Way Freight (Nos. 59, 57, 53, 19, 17, 13, 11, 5, 6, 12, 14, 16, 18, 54, 58, 60) and Passenger (Nos. 19, 17, 13, 11, 5, 6, 12, 14, 16, 18) services. Includes station names like Duluth, Carlton, Brainerd, and Staples.

SEE DULUTH AND SUPERIOR SHORT LINE TIME TABLE.

Main time table grid with columns for departure/arrival times and station names. Stations include Duluth, Central Ave., Superior, Pokegama Jct., St. Louis, Walbridge, State Line, Barker, Wrenshall, Carlton, Pine Grove, Sawyer, Corona, Cromwell, Wright, Tamarack, Grayling, McGregor, Portage, Kimberly, Rossburg, Aitkin, Cedar Lake, Deerwood, Klondyke, Jonesville, Brainerd, Baxter, Sylvan, Pillager, Wheelock, Motley, Hayden, and Staples.

Summary table with columns for time intervals and average speeds. Values include (2.00) 14.7, (12.00) 9.8, (10.50) 13.6, (0.45) 25.2, (0.31) 36.5, (5.30) 26.8, (3.55) 30.1, (0.50) 35.3, (0.50) 35.3, (3.45) 31.4, (4.50) 30.5, (0.29) 39.1, (0.40) 28.3, (10.30) 14.0, (11.45) 16.0, (1.40) 17.6.

Registering stations—Central Ave., Superior; Carlton, Brainerd and Staples. Standard Clocks—Duluth and at Staples Passenger Depot. 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 Central Ave., Superior. Bulletin stations—Central Ave., Superior; Carlton, Brainerd and Staples Passenger Depot. Brainerd Yard extends to Gravel Pit, two (2) miles east of Brainerd. Junction switch at Central Ave., Superior, must be left set and locked for the second district. No. 14 will wait at Staples for Nos. 4, 7 and 8 of Minnesota Division. No. 12 will wait at Brainerd for Nos. 5 and 6 of Minnesota Division. No. 11 will wait at Carlton for branch No. 472 and third district No. 102. Double track switch at Walbridge will be kept set and locked for west bound track. Double track switch at State Line is handled from tower, and will be kept set for east bound track when not in use.

West Bound.

MINNEAPOLIS TO HINCKLEY.
(Via St. Paul.)

THIRD DISTRICT.

WAY FR'T No. 173 Third Class EX. SUNDAY		FAST FR'T No. 171 Second Class DAILY		MIXED No. 151 Second Class EX. SUNDAY		Water, Coal, Sealed Fuel, and Water	Capacity of Side Tracks.	STATIONS Tel. Offices and Calls	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. 111 First Class DAILY	PASSENGER No. 119 First Class EX. SUNDAY	PASSENGER No. 123 First Class DAILY	PASSENGER No. 147 First Class EX. SUNDAY
De 5.00	Ar 5.00	De 7.40	Ar 7.40	De 6.45	Ar 6.45							0.0	De 8.15	De 2.00	De 10.30	De 4.55	De 2.00	De 5.05	De 6.10
5.10	5.15	7.50	7.51	7.07	7.07			10.4	* 8.58	* 2.30	* 11.13	* 5.38	* 2.03	* 5.08	* 6.13		
5.15	5.25	7.51	8.00					10.9									
								12.9	9.04	* 2.35	11.20	5.44	2.09	5.13	6.19		
								13.4	* 9.05		* 11.21	* 5.45	* 2.10	* 5.14	* 6.20		
								15.4	9.09	2.40	11.27	5.50	2.14	5.18	6.24		
								6.4									
								9.2									
								10.7									
								11.7									
								15.2									
								20.6	* 9.20	* 2.50	11.38	* 6.00	* 2.24	* 5.26	* 6.34		
								21.2	9.22		11.40	6.02	2.26	5.27	6.36		
								21.8	Ar 9.25	2.55	Ar 11.45	Ar 6.05	Ar 2.30	5.30	6.40	De 7.07	
								22.8	De 9.27	Ar 9.29	De 11.55	De 6.10	De 2.33	Ar 5.30	Ar 6.40	Ar 7.10	
								27.0	9.35	* 2.57	11.59	6.13	2.36	EX. SUNDAY	Ar 7.10	EX. SUNDAY	
								35.4	9.46	* 3.05	12.10	6.21	2.43				
								39.6	9.53	3.25	12.42	6.45	3.05				
								43.8	10.00	* 3.31	12.52	EX. SUNDAY	EX. SUNDAY				
								51.7	10.14	F 3.42	F 1.10	See page 7	See Page 7				
								56.8	10.24	3.49	F 1.23	T. F. Beh	T. F. Beh				
								63.7	10.36	4.00	1.41						
								68.8	10.47	* 4.08	F 1.53						
								73.6	10.58	4.17	2.05						
								79.6	11.10	* 4.27	F 2.20						
								83.4	11.18	* 4.33	F 2.26						
								86.6	11.26	4.37	F 2.37						

This train loses right and class when thirty (30) minutes or more late.

(8.55)	(4.25)	(1.10)	.....Time over District.....	(3.11)	(2.37)	(4.07)	(1.50)	(1.05)	(0.25)	(0.30)	(0.03)
8.5	17.1	13.6	.....Average Speed per Hour.....	27.2	33.0	21.0	21.3	26.9	27.3	22.8	20.0

Registering stations—Minneapolis, East Minneapolis, St. Paul (Third Street Junction), White Bear, Wyoming, Rush City and Hinckley; also Bald Eagle for trains terminating there.
 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.

No. 103 will stop at White Bear, Bald Eagle and Forest Lake to pick up passengers for points west of Wyoming.
 Train No. 103 has right over all trains excepting No. 104. No. 147 has right over No. 148.
 Passenger trains will wait 20 minutes at White Bear for connections.
 No. 147 is "Back-up" and will not carry passengers.
 No. 147 will lose right and class when thirty (30) minutes or more late.
 Interlocking switches and signals are located at M. & D. Junction, Bald Eagle, Hinckley and Belt Line R. R. crossing.

THIRD DISTRICT.

HINCKLEY TO MINNEAPOLIS.
(Via St. Paul.)

East Bound.

PASSENGER No. 148		PASSENGER No. 124		PASSENGER No. 116		PASSENGER No. 112		PASSENGER No. 108		PASSENGER No. 106		PASSENGER No. 104		PASSENGER No. 102		Distance from Inhabit	Time Table No. 23 September 14th, 1903 Succeeding No. 22B	Station Numbers	MIXED No. 152		FAST FR'T No. 172		WAY FR'T No. 174	
First Class	EX. SUNDAY	First Class	EX. SUNDAY	First Class	SUN. ONLY	First Class	DAILY	First Class	EX. SUNDAY	First Class	DAILY	First Class	EX. SUNDAY	First Class	EX. SUNDAY				Second Class	DAILY	Second Class	DAILY	Third Class	EX. SUNDAY
Ar 7.45 AM		Ar 5.55 PM		Ar 10.00 AM		Ar 6.10 PM		Ar 9.20 AM		Ar 7.00 AM		Ar 7.00 PM		Ar 3.30 PM		162.4	Minneapolis	L 160						
* 7.40		* 5.50		* 9.55		* 6.05		* 8.35		* 6.15		* 6.20		* 2.45		152.0	St. Paul U. D. C.B. & Q.R.R. 0.5 Crossing.	L 152						
7.35		5.45		9.50		6.00		8.30		6.06		6.15		2.40		151.5	Third St. Jct.	L 151		Ar 6.10 AM	Ar 7.00 PM			
* 7.34		* 5.44		* 9.49		* 5.59		* 8.29		* 6.05		* 6.14		* 2.39		149.5	East Seventh St.	L 150		5.55	6.45			
7.30		5.40		9.45		5.55		8.25		6.00		6.10		2.35		149.0	Claymont	L 149		5.53	6.43			
																147.0	GD Gladstone	L 147		5.45	6.35			
																154.1	East Minneapolis	L 154	Ar 7.55 AM					
																151.3	Belt Line R. R. Cross'g	L 152						
																149.8	Rose	L 149	7.30					
																148.8	Owasso	L 145						
																145.3	Little Canada	L 144	7.12					
* 7.20		* 5.30		* 9.35		* 5.45		* 8.15		5.45		* 6.00		2.24		141.8	M. & D. Jct.	L 142	6.55	5.21	6.15			
7.18		5.28		9.33		5.43		8.13		F 5.43		* 5.58		F 2.22		141.2	Lake Shore	L 141	6.50	5.18	6.13			
7.15		5.25		9.30		5.40		8.10		5.55		5.55		2.20		140.6	White Bear	L 141	6.45 AM	5.15	6.10			
7.10		5.20		9.25		5.35		8.05		5.50		5.50		2.15		139.6	Bald Eagle	L 140	6.45 AM	5.10	6.05			
De		De		De		5.31		8.02		5.32		F 5.53		2.15		135.4	Hugo	L 135		4.55	5.05			
						5.23		7.54		F 5.22		* 5.48		2.08		127.0	Forest Lake	L 127		4.42	4.48			
						5.06		7.38		F 5.04		F 5.35		1.54		122.8	Wyoming	L 123		4.15	4.10			
						4.58		7.30		4.55		5.28		1.45		118.6	Stacy	L 119		4.00	3.50			
										F 4.45		* 5.22		1.36		110.7	North Branch	L 111		3.46	3.31			
										F 4.26		F 5.10		1.20		105.6	Harris	L 106		3.20	3.26			
										F 4.15		5.01		1.10		98.7	Rush City	L 99		3.03	1.44			
										4.00		4.51		12.57		93.6	Rock Creek	L 94		2.40	1.02			
										F 3.47		* 4.43		12.40		88.8	Pine City	L 89		2.23	8.00			
										F 3.22		* 4.27		12.12		82.8	Beroun	L 83		2.05	7.42			
										F 3.15		* 4.22		12.01		79.0	Mission Creek	L 79		2.00	7.20			
										3.07		4.16		11.50		75.8	Hinckley	L 76		1.00	7.00			

(0.35)	(0.30)	(0.30)	(1.12)	(1.50)	(3.53)	(2.44)	(3.40)	.....Time over District.....	(1.10)	(5.10)	(7.18)
21.2	22.8	22.8	24.3	21.3	22.3	31.7	23.6	.....Average Speed per Hour.....	11.5	14.6	10.3

Registering stations—Minneapolis, East Minneapolis, St. Paul (Third Street Junction), White Bear, Wyoming, Rush City and Hinckley; also Bald Eagle for trains terminating there.
 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.

No. 104 will stop at Forest Lake, Bald Eagle and White Bear to let off passengers from points west of Wyoming.
 Train No. 103 has right of track over all trains excepting No. 104. No. 147 has right over 148.
 Passenger trains will wait 20 minutes at White Bear for connections.
 No. 147 will lose right and class when thirty (30) minutes or more late.
 Interlocking switches and signals are located at M. & D. Junction, Bald Eagle, Hinckley, and Belt Line R. R. crossing.

West Bound.

THIRD DISTRICT.

WAY FRT No. 175	FAST FRT No. 171		MIXED No. 169	PASSENGER No. 163		PASSENGER No. 161		PASSENGER No. 185 D. M. & N. No. 4.		PASSENGER No. 183 D. M. & N. No. 2.		PASSENGER No. 181 D. M. & N. No. 25		PASSENGER No. 105	PASSENGER No. 103	PASSENGER No. 101	Water, Coal, Scales, Tables and Wyes	Siding Capacity in Cars	Distance from Minne- apolis.	Time Table No. 23 Sept. 14th, 1903 Succeeding No. 22 B	Distance from Duluth	Station Numbers	
	Third Class EX. SUNDAY	Second Class DAILY		Second Class EX. SUNDAY	First Class EX. SUNDAY	First Class EX. SUNDAY	First Class EX. SUNDAY	First Class EX. SUNDAY	First Class EX. SUNDAY	First Class EX. SUNDAY	First Class EX. SUNDAY	First Class EX. SUNDAY	First Class EX. SUNDAY										First Class EX. SUNDAY
De 8.00 A M	De 12.20 A M												De 2.52 A M	De 4.39 P M	De 11.27 A M	WCST	150	86.6	Hinckley	75.8	L 76		
8.20	12.38												F 3.04	* 4.45	11.37		110	91.4	Friesland	71.0	L 71		
Ar 8.45	12.55												3.15	* 4.52	11.46	Y	80	96.1	Groningin	66.3	L 66		
De 9.30	1.10												F 3.22	* 4.58	11.53	A M	70	99.7	Finlayson	62.7	L 62		
9.50	1.32												3.32	* 5.04	12.01	P M	W	74	104.7	Rutledge	57.7	L 58	
10.37	1.32												F 3.42	* 5.09	12.09		110	108.7	Willow River	53.7	L 54		
Ar 10.55	Ar 1.49												F 3.53	* 5.15	12.17	M 106	170	113.1	Sturgeon Lake	49.3	L 49		
De 11.00	De 1.54												F 4.07	F 5.23	12.28	W	91	119.0	Moose Lake	43.4	L 43		
11.45	2.10												F 4.18	* 5.29	12.37	P 105	85	123.6	Barnum	38.8	L 39		
12.07	2.25												F 4.33	* 5.37	12.47		120	129.6	Mahtowa	32.8	L 33		
Ar 12.25	2.44												F	*	F		Spur 4	134.4	Atkinson	28.0	L 28		
De 12.42	3.01												* 4.49	* 5.45	12.59		66	135.6	Otter Creek	26.8	L 26		
1.09	3.16												5.05 A M	5.53 P M	1.11	WCST		141.8	Carlton	20.6	L 86		
Ar 2.10	Ar 3.35												Ar	Ar	F 1.13		35	143.1	Thomson	19.3	L 19		
De 2.55	De 3.40														F 1.22		64	146.2	Howell	16.2	L 16		
2.58	3.45														F 1.36		80	151.1	Short Line Park	11.3	L 11		
3.17	3.58														F 1.46		35	154.5	Smithville	7.9	L 8		
3.40	4.20																		West Duluth Jct.	4.9	L 5		
3.52	4.35																		157.5	West Duluth	4.2	L 04	
4.12	4.46			2.03 P M	6.56 P M	8.21 A M							De 6.12 A M	De 6.46 P M	1.53	Y W		158.2	D. M. & N. Jct.	1.9	L 02		
4.20	4.53			De 2.40	6.59	8.23							6.15	6.49	1.57			160.5	20th Avenue	1.3	L 2		
4.40	5.00			2.50	* 7.05	* 8.29		De 3.35 P M	De 10.25 A M	De 4.30 P M			* 6.23	* 6.55	* 2.04			161.1	Rice's Point	0.9	L 1		
4.50 P M	5.20 A M			3.01	7.06	8.30		* 3.36	* 10.26	* 4.31 P M			6.25	* 6.56	2.06			161.5	Duluth	0.0	WB 71		
Ar	Ar			3.02	* 7.07	* 8.32		* 3.37	* 10.27	* 4.32			* 6.26	* 6.57	* 2.07			162.4					
EX. SUNDAY	DAILY			EX. SUNDAY	EX. SUNDAY	EX. SUNDAY		EX. SUNDAY	EX. SUNDAY	SUN. ONLY			DAILY	DAILY	EX. SUNDAY								

(8.50) (5.00) (1.12) (0.14) (0.14) (0.05) (0.05) (0.05) (2.31) (1.28) (2.43)Time over District.....
 8.4 14.9 4.6 23.5 23.5 22.8 22.8 22.8 23.8 41.9 27.9Average Speed per Hour.....

Registering stations—Hinckley, Carlton, West Duluth Junction, 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.

Passenger trains will register at West Duluth Junction by ticket.
 Double track switch at West Duluth Junction will be kept set for the west bound track.
 Junction switches at Garfield Avenue will be kept set for Third District main line.
 All west bound trains will come to a full stop at double track switch at West Duluth Junction, and will receive signal from operator or switch tender before proceeding.

No. 102 will take siding for No. 101 and No. 106 for No. 105.
 Train No. 103 has right of track over all trains excepting No. 104.
 On Sundays No. 103 will stop, on Flag, at Rutledge, Willow River and Barnum, and 104 at Barnum and Willow River.
 On Saturdays No. 104 will stop, on Flag, at Rutledge.
 Interlocking switches and signals are located at Hinckley, Carlton, and D. M. & N. Junction.

THIRD DISTRICT.

East Bound.

W.C. ST	Miles from Duluth	Distance from Duluth	Station Numbers	PASSENGER No. 102		PASSENGER No. 104		PASSENGER No. 106		PASSENGER No. 180		PASSENGER No. 182		PASSENGER No. 184		PASSENGER No. 160		PASSENGER No. 162		MIXED No. 168		FAST FR'T No. 172		WAY FR'T No. 176	
				First Class	EX. SUNDAY	First Class	EX. SUNDAY	First Class	EX. SUNDAY	First Class	SUN. ONLY	First Class	EX. SUNDAY	First Class	EX. SUNDAY	First Class	EX. SUNDAY	First Class	EX. SUNDAY	Second Class	EX. SUNDAY	Second Class	EX. SUNDAY	Third Class	EX. SUNDAY
	150	86.6		HN	Ar 11.49 AM	Ar 4.14 PM	Ar 2.52 PM															Ar 12.15 AM	Ar 3.30 PM		
	110	91.4		AD	11.37 AM	* 4.07 PM	F 2.38															11.55 PM		2.55	
Y	80	96.1		MR	11.26	* 4.00	2.25															11.43		2.20	
	70	99.7		FD	11.18	* 3.57	F 2.16															11.30		1.50	
W	74	104.7		RD	11.08	* 3.50	2.03															11.15		1.15	
	110	108.7		RA	11.00	* 3.44	1.54															11.04		12.50	
	170	113.1		SG	10.51	* 3.39	F 1.42															10.54	De 12.17 PM	Ar 11.45 AM	
W	91	119.0		MU	10.38	F 3.31	F 1.28															10.38		11.20	
	85	123.6		BR	10.29	* 3.25	F 1.15															10.27		10.55	
	120	129.6		F	10.17	* 3.17	F 1.00															10.12	De 10.22 AM	Ar 10.10	
Spur +	134.4					*	F																		
	66	135.6			10.03	* 3.09	12.45															9.57		9.50	
W C S Y		141.8		UN	9.50	3.00 PM	12.30 AM															De 9.40	Ar 9.25	De 9.15	Ar 8.15
	35	143.1			9.47																	9.18		8.10	
	64	146.2			F 9.42																	9.03		8.00	
	80	151.1			F 9.30																	8.45		7.43	
	35	154.5			F 9.20																	8.25		7.33	
W Y		157.5		JC	* 9.14	2.07 PM	11.24 PM															7.14 AM	5.44 PM	10.05 AM	8.08
		158.2		WU	9.12	2.05	11.22															7.12	5.42	9.30	8.00
		160.5			* 9.04	* 1.59	11.14															* 7.05	* 5.35	9.20	7.49
		161.1			9.03	* 1.58	11.13															7.04	5.34	9.18	7.14
		161.5			* 9.02	* 1.57	11.12															* 7.03	* 5.33	9.08	7.10
		162.4		DU	9.00 AM	1.55 PM	11.10 PM															7.00 AM	5.30 PM	9.05 AM	

Time over District.....	(2.49)	(1.26)	(2.36)	(0.05)	(0.05)	(0.05)	(0.14)	(0.14)	(1.00)	(4.30)	(8.20)
Average Speed per Hour.....	26.8	41.9	23.1	22.8	22.8	22.8	23.5	23.5	5.5	16.5	8.9

Registering stations—Hinckley, Carlton, West Duluth Jct., 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.

Passenger trains will register by ticket at West Duluth Junction.
 Double track switch at West Duluth Junction will be kept set for the west bound track.
 Junction switches at Garfield Avenue will be kept set for Third District main line.
 All west bound trains will come to a full stop at double track switch at West Duluth Junction, and will receive signal from operator or switch tender before proceeding.

No. 102 will take siding for No. 101 and No. 106 for No. 105.
 No. 102 will wait at Carlton for Second District No. 11.
 Train No. 103 has right of track over all trains excepting No. 104.
 On Sundays No. 103 will stop, on Flag, at Rutledge, Willow River and Barnum, and No. 104 at Barnum and Willow River.
 On Saturdays No. 104 will stop, on Flag, at Rutledge.
 Interlocking switches and signals are located at Hinckley, Carlton, and D. M. & N. Junction.

West Bound.

STILLWATER BRANCH.

East Bound.

Table for Stillwater Branch showing train schedules for West and East Bound. Columns include train numbers (No. 155, 135, 123, 119, 137, 115, 131, 114, 130, 116, 132, 124, 140, 138, 156), station names (White Bear, Dellwood, Peninsula, Mahtomedi, Duluth Jct., Summit, Stillwater), and arrival/departure times.

Time over District... Average Speed per Hour... 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.

West Bound.

TAYLORS FALLS BRANCH.

East Bound.

Table for Taylors Falls Branch showing train schedules for West and East Bound. Columns include train numbers (No. 261, 111, 107, 108, 112, 262), station names (Wyoming, Chisago City, Lindstrom, Centre City, Shafers, Franconia, Taylors Falls, Taylors Falls Yard), and arrival/departure times.

Time over District... Average Speed per Hour... Registering stations—Wyoming and Taylors Falls. No. 111 has right over No. 112. No. 261 has right over No. 262.

West Bound.

CLOQUET BRANCH.

East Bound.

Table for Cloquet Branch showing train schedules for West and East Bound. Columns include train numbers (No. 479, 477, 475, 473, 471, 472, 474, 476, 478, 480), station names (Carlton, Scanlon, Cloquet), and arrival/departure times.

Time over District... Average Speed per Hour... 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. CRANTSBURG BRANCH. East Bound.

MIXED No. 361 (101's Con.)	Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Rush City	Time Table No. 23 Sept. 14th, 1903 Succeeding No. 22B	Distance from Grantsburg	Capacity of Side Tracks	MIXED No. 362 (102's Con.)
Second Class				STATIONS Tel. Offices & Calls			Second Class
EX. SUNDAY				Rush City	17.0	120	EX. SUNDAY
De 10.40 A.M.	W Y	L 99	0.0	RC 2.0 N			Ar 12.55 P.M.
10.48		LE 2	2.0	Martin's Spur 3.0	15.0	7	12.45
10.58		LE 5	5.0	St. Croix River 1.7	12.0	6	12.35
11.03			6.7	Benson 10.3	10.3	18	12.25 P.M.
11.25 A.M.	T	LE 17	17.0	Grantsburg	0.0		11.59 A.M.
Ar				G			De
EX. SUNDAY							EX. SUNDAY

(0.45)Time over District..... (0.56)
22.6Average Speed per Hour..... 18.2

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. OLD LINE-FOND DU LAC BRANCH. East Bound.

MIXED No. 169	PASSENGER No. 167	PASSENGER No. 165	PASSENGER No. 163	PASSENGER No. 161	Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Fond du Lac	Time Table No. 23 Sept. 14th, 1903 Succeeding No. 22B	Distance from West Duluth Jct.	Capacity of Side Tracks	PASSENGER No. 160	PASSENGER No. 162	PASSENGER No. 164	PASSENGER No. 166	MIXED No. 168
Second Class	First Class	First Class	First Class	First Class				STATIONS Tel. Offices & Calls			First Class	First Class	First Class	First Class	Second Class
EX. SUNDAY	SUN. ONLY	SUN. ONLY	EX. SUNDAY	EX. SUNDAY				Fond du Lac	9.4		EX. SUNDAY	EX. SUNDAY	SUN. ONLY	SUN. ONLY	EX. SUNDAY
De 1.00 P.M.	De 7.00 P.M.	De 10.45 A.M.	De 6.30 P.M.	De 7.55 A.M.		LB 8	0.0	FX 2.9 D			Ar 7.40 A.M.	Ar 6.10 P.M.	Ar 10.30 A.M.	Ar 3.30 P.M.	Ar 11.00 A.M.
1.30	7.09	10.54	6.39	8.04		LB 5	2.9	WD 3.8 D	6.5		7.31	6.01	10.21	3.21	10.50
1.45	7.21	11.06	6.51	8.16		LB 2	6.7	Spirit Lake 2.7	2.7		7.19	5.49	10.09	3.09	10.15
2.03 P.M.	7.26 P.M.	11.11 A.M.	6.56 P.M.	8.21 A.M.	W Y	L 5	9.4	West Duluth Jct. JC	0.0		7.14 A.M.	5.44 P.M.	10.04 A.M.	3.04 P.M.	10.05 A.M.
Ar	Ar	Ar	Ar	Ar				N			De	De	De	De	De
EX. SUNDAY	SUN. ONLY	SUN. ONLY	EX. SUNDAY	EX. SUNDAY							EX. SUNDAY	EX. SUNDAY	SUN. ONLY	SUN. ONLY	EX. SUNDAY
(1.03)	(0.26)	(0.26)	(0.26)	(0.26)				.....Time over District.....			(0.26)	(0.26)	(0.26)	(0.26)	(0.55)
8.9	21.5	21.5	21.5	21.5				.....Average Speed per Hour.....			21.5	21.5	21.5	21.5	10.0

Registering stations—Fond du Lac and West Duluth Junction.
Nos. 164, 165, 166 and 167 will leave register ticket in box at Junction of east and west legs of wye on Grassy Point Line, and are excused from securing clearance at West Duluth Junction. Operator will enter these tickets on register.
The track east of West Duluth Junction heretofore used as west bound Third District track is now Fond du Lac Branch main line.
Fond du Lac Branch Junction switch at West Duluth Junction will be kept set for the Third District west bound track.

West Bound. GRASSY POINT LINE. East Bound.

PASSENGER No. 189	PASSENGER No. 187	PASSENGER No. 105	PASSENGER No. 103	Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Superior	TIME TABLE No. 23 September 14th, 1903 Succeeding No. 22B	Distance from West Duluth Junction	Capacity of Side Tracks	PASSENGER No. 104	PASSENGER No. 106	PASSENGER No. 186	PASSENGER No. 188
First Class	First Class	First Class	First Class				STATIONS Tel. Offices & Calls			First Class	First Class	First Class	First Class
SUNDAY ONLY	SUNDAY ONLY	DAILY	DAILY				Superior	3.4		DAILY	DAILY	SUNDAY ONLY	SUNDAY ONLY
De 2.45 P.M.	De 9.45 A.M.	De 6.00 A.M.	De 6.34 P.M.	Y	WB 67	0.0	BY 3.4 D			See D. & S. Short Line	See D. & S. Short Line	See D. & S. Short Line	See D. & S. Short Line
Ar 3.04 P.M.	Ar 10.04 A.M.	Ar 6.12 A.M.	Ar 6.46 P.M.	W Y		3.4	West Duluth Jct. JC	0.0		Ar 2.17 P.M.	Ar 11.35 P.M.	Ar 11.28 A.M.	Ar 7.43 P.M.
See F. du L. Branch	See F. du L. Branch	See Third District	See Third District							De 2.07 P.M.	De 11.24 P.M.	De 11.11 A.M.	De 7.26 P.M.
SUNDAY ONLY	SUNDAY ONLY	DAILY	DAILY							DAILY	DAILY	SUNDAY ONLY	SUNDAY ONLY

(0.19)Time over District..... (0.10)
10.7Average Speed per Hour..... 20.4 (0.11) (0.17) (0.17) 18.5 12.0 12.0

Registering stations—West Duluth Junction and Superior passenger depot.
Nos. 186, 187, 188 and 189 will use east leg of wye at West Duluth Junction and will leave register ticket in box at Junction switch of east and west legs of wye and are excused from securing clearance at West Duluth Junction. Operator at West Duluth Junction will enter register tickets on his train register.
All engines with or without train will come to a full stop for draw span in Grassy Point bridge.
Grassy Point Line Junction switch at West Duluth Junction will be kept set for Third District west bound track.
West leg of wye at West Duluth Junction will be considered "Grassy Point Line" main track and the switch at the Junction of east and west legs will be kept set for Grassy Point Line when not in use.
Passenger trains will register by ticket at West Duluth Junction.

SPECIAL INSTRUCTIONS.

DOUBLE TRACK RULES.

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

Trains running on double track will keep to the right.

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.

Specials, extras, work extras and switch engines do not require telegraphic orders for movements between West Duluth Junction and Duluth, but must observe all other rules governing movement of irregular trains. Work train extras will keep superintendent advised of their movements and will tie up promptly when through with use of track.

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 Duluth Junction without orders.

Second class trains may run ahead of delayed first class trains and their sections between Duluth and West Duluth 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. 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. 8. Retainers must be used on grade between Pine Grove and Central Ave., Superior, Carlton and West Duluth 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. 9. All trains must receive a clearance at registering stations as per paragraph "D," Rule No. 308, Book of Rules.

Rule No. 10. 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 B. & A. track, Claymont;
- East end loading spur, Mission Creek;
- East end loading spur, Friesland;
- East end of Sundry-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, on Grassy Point Line;
- East end siding, Pine Grove;
- East end north passing track, Sawyer.

COMMERCIAL SPURS.

MAIN LINE-First Dist.	MAIN LINE-Third Dist.	MINNEAPOLIS BRANCH.	QUARRY BRANCH.
Distance from Ashland.	Distance from Duluth.	Distance From White Bear.	Distance from Croningin.
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 "		
Larsons Spur 44.2 "	Sandstone Spur 68.8 "		
WASHBURN BRANCH.	GRANTSBURG BRANCH.	TAYLORS FALLS BRANCH.	STILLWATER BRANCH.
Distance from Washburn.	Distance From Rush City.	Distance from Wyoming.	Distance from White Bear.
Smith's Spur 8.0 Miles	Rungren's Spur 8.0 Miles	Anderson's Wood Spur 8.6 Miles	St. Paul Ice Co. Spur 0.7 Miles
MAIN LINE-Second Dist.	Lind's " 10.5 "		People's " " " 2.5 "
Distance from Duluth.	Anderson's " 15.0 "		
Clear Creek 21.8 Miles			
Grass Twine Spur 72.6 "			

AUTHORIZED SURGEONS--LAKE SUPERIOR DIVISION.

LOCATION OF STRETCHERS (S).

DR. W. COURTNEY, Chief Surgeon, Brainerd Hospital.
 DR. S. W. MOWERS, Asst. Surgeon, Brainerd Hospital (s).
 Brainerd Shops (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 Bldg., St. Paul.
 DR. E. V. APPELBY, 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).

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. 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, Minn.
 DR. A. E. JOHNSON, Cloquet.
 DR. C. S. KNOX, Nettleton Ave., Superior.
 DR. J. C. ADAMS, Superior.
 Nettleton Ave., 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).
 Tool Car, Duluth (s).
 West Duluth (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. (s).
 DR. W. G. CAMERON, Staples (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,
Asst. Superintendent.

M. McKERNAN,
Train Master.

F. E. POTTER,
Chief Dispatcher, Duluth.

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