

NORTHERN PACIFIC RAILWAY COMPANY

LAKE SUPERIOR DIVISION

TIME 26 TABLE

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

SUNDAY, MAY 27th, 1906

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.

H. J. HORN,
Gen'l Manager.

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

F. W. GILBERT,
Gen'l Superintendent.

NEWMAN KLINE,
Ass't Gen'l Superintendent.

E. C. BLANCHARD,
Superintendent.

I. B. RICHARDS,
Sup't 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 Wyes	Station Numbers	Distance from Ashland	TIME TABLE No. 26 May 27th, 1906 Succeeding No. 25A	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	W C S T			STATIONS Tel. Offices and Calls			First Class	First Class	Sec'd Class	Th'd Class
Tues., Thurs., Sat.	DAILY	DAILY	DAILY							DAILY	DAILY	DAILY	Mon., Wed., Fri.
De 7.15 A M	De 12.30 A M	De 4.25 P M	De 8.20 A M		0	0.0	Ashland AD 4.5 N	75.5	300	Ar 7.00 P M	Ar 11.00 A M	Ar 6.30 A M	Ar 3.30 P M
7.35	12.41	4.34	8.29		5	4.5	C. St. P. M. & O. Junc. 5.6	71.0		6.48	10.48	6.05	3.05
8.00	12.57	F 4.43	F 8.40		10	10.1	Moquah 6.1	65.4	30	F 6.36	10.36 F	5.40	2.42
8.20	1.15	F 4.54	F 8.50	W	16	16.2	Ino 2.0	59.3	39	F 6.24	10.23 F	5.12	2.20
		F	F		19	18.2	Spider 5.4	57.3	Spur	F	F		
8.50	1.32	F 5.08	F 9.05		24	23.6	Topside 4.7	51.9	39	F 6.08	10.06 F	4.36	1.50
Ar 9.10 P M De 9.56 M 4	2.00	5.19	9.15 P 55	Y W	28	28.3	Iron River RV 4.0 D	47.2	100	5.59	9.56 M 55	4.15	De 1.30 Ar 12.45
10.20	2.17	F 5.29	F 9.26		32	32.3	Muskeg 2.6	43.2	37	F 5.49	F 9.46	4.00	12.25
10.32	2.26	F 5.34	F 9.32		35	34.9	Pearson 1.3	40.6	15	F 5.42	F 9.40	3.50	12.05 P M
10.45	2.32	5.39 M 2	9.37 M 4		36	36.2	Brule 5.0 D BX	39.3	59	5.39 M 3	9.37 M 1	3.45	11.55 A M
11.25	2.55	5.50	9.48		41	41.2	Blueberry 2.7 D BU	34.3	37	5.29	9.24	3.27	11.25
11.38	3.06	5.57	9.53		44	43.9	Maple 1.5	31.6	22	5.22	9.18	3.18	11.05
11.45	3.12 M 52	F 6.01	F 9.57		45	45.4	Wiehe 2.6	30.1	35	F 5.16	F 9.13	3.12 M 51	10.50
11.55 A M	3.23	6.07	10.02	W	48	48.0	Poplar 2.1	27.5	30	5.09	9.07	2.58	10.25
12.05 P M	3.30	F 6.12	F 10.07 M 56		50	50.1	Wentworth 3.2	25.4	32	F 5.01	F 8.59	2.45	De 10.07 M 1 Ar 10.02
					53	53.3	Amnicon 3.2	22.2					
12.32	3.49	F 6.22	F 10.20		57	56.5	Cutter 4.8	19.0	36	F 4.49	F 8.48	2.10	9.30
					61	61.3	Allouez 1.6	14.2	81				
Ar 1.00 De 1.20	4.10	* 6.34	* 10.35	W C S Y	63	62.9	Nettleton Ave. sr sup. 0.4 Pk. Sta. D	12.6	500	* 4.36	* 8.36 P 56	1.35	De 9.00 Ar 8.30 4 P
1.22	4.12	6.36	10.37	Y	63 1/2	63.3	Nettleton Ave. sr sup. 3.9 Pk. Sta. D	12.2	39	4.35	8.35	1.33	8.25
Ar 1.40 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. AI 8.3 N	8.3	800	De 4.25 P M	De 8.25 A M	De 1.10 A M	De 8.10 A M

SEE DULUTH AND SUPERIOR SHORT LINE TIME TABLE

Ar 3.00 P M	Ar 5.30 A M	Ar 7.10 P M	Ar 11.15 A M	W C S Y	WB 71	75.5	Duluth	0.0	De 4.00 P M	De 8.00 A M	De 11.59 P M	De 7.00 A M
Tues., Thurs., Sat.	DAILY	DAILY	DAILY						DAILY	DAILY	DAILY	Mon., Wed., Fri.
(7.45)	(5.00)	(2.45)	(2.55)						(3.00)	(3.00)	(6.30)	(8.30)
9.7	15.1	27.4	25.8						25.1	25.1	11.5	8.8

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., about one (1) mile east of Poplar, 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.

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.

No. 4 will take Siding for No. 1.

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.

Junction switch at Central Ave., Superior, must be left set and locked for the Second District.

WASHBURN BRANCH.

West Bound.

East Bound.

MIXED No. 573	Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Washburn	TIME TABLE No. 26 May 27th, 1906 Succeeding No. 25A	Distance from Iron River	Capacity of Side Tracks	MIXED No. 574
Second Cl'ss	W C Y	WD		STATIONS Tel. Offices and Calls			Second Cl'ss
EX. SUNDAY							EX. SUNDAY
De 7.15 A M		34	0.0	Washburn	34.0	500	Ar 7.55 P M
F 7.24		31	3.5	Engoe 5.2	30.5		F 7.45
7.38		25	8.7	Grand Crossing 1.3	25.3		7.33
F 7.41		24	10.0	Enderline 4.2	24.0	28	F 7.29
F 7.52		20	14.2	Head Quarters 1.3	19.8	Spur 20	F 7.19
7.56		19	15.5	Sealy 4.5	18.5		7.13
8.10	W	14	20.0	Lenawee 4.0	14.0	45	6.56
F 8.24		10	24.0	Coda 1.9	10.0	30	F 6.41
8.31		8	25.9	Slow Bridge 3.9	8.1	Spur	6.35
8.47		4	29.8	Bena 4.2	4.2	39	6.20
Ar 9.05 A M	W Y	28	34.0	Iron River	0.0	49	De 6.05 P M
EX. SUNDAY							EX. SUNDAY
(1.50)				Time over District.....			(1.50)
18.5				Average Speed per Hour.....			18.5

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 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. Washburn branch trains will wait at Iron River for connections.

SECOND DISTRICT.

West Bound.

East Bound.

WAY FREIGHT No. 45	WAY FREIGHT No. 57	FREIGHT No. 53	PASSENGER No. 105 (3rd Dist. 105)	PASSENGER No. 103 (3rd Dist. 103)	PASSENGER No. 13	PASSENGER No. 11	Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Duluth	TIME TABLE No. 26 May 27th, 1906 Succeeding No. 25 A	Distance from Staples	Capacity of Side Tracks	PASSENGER No. 12	PASSENGER No. 14	PASSENGER No. 104 (3rd Dist. 104)	PASSENGER No. 106 (3rd Dist. 106)	FREIGHT No. 54	WAY FREIGHT No. 58	WAY FREIGHT No. 44
Third Class	Third Class	Sec'd Class	First Class	First Class	First Class	First Class				STATIONS Tel. Offices and Calls			First Class	First Class	First Class	First Class	Third Class	Third Class	Third Class
EX. SUNDAY	EX. SUNDAY	DAILY	DAILY	DAILY	DAILY	DAILY				Duluth 8.3	147.5		DAILY	DAILY	DAILY	DAILY	DAILY	EX. SUNDAY	EX. SUNDAY
	De 4.00 A M	De 7.00 P M	De 11.10 P M	De 1.55 P M	De 7.30 P M	De 8.30 A M	WCS TY	W B 71	0.0				Ar 6.25 P M	Ar 7.55 A M	Ar 7.00 P M	Ar 6.30 A M		Ar 5.15 P M	

SEE DULUTH AND SUPERIOR SHORT LINE TIME TABLE.

	De 5.00 A M	De 8.15 P M	De 11.50 P M	De 2.29 P M	De 7.55 P M	De 8.55 A M	W Y	67	8.3	Central Ave., Superior 2.4	139.2	800	Ar 6.00 P M	Ar 7.30 A M	Ar 6.23 P M	Ar 5.45 A M			Ar 4.00 P M
	5.08	8.22	* 11.55 P M	* 2.34	F 8.01	F 9.00		69	10.7	Pokegama 3.9	136.8	93	F 5.54	F 7.24	* 6.18	* 5.40			3.52
	5.20	8.40	* 12.04 A M	* 2.39	F 8.10	F 9.07		73	14.6	St. Louis 0.7	132.9	35	F 5.46	F 7.15	* 6.12	* 5.32			3.31
	5.25 M 106	8.44	* 12.06	* 2.40	F 8.12	F 9.09	W 1 Mile West	74	15.3	Walbridge 3.2	132.2	50	F 5.44	F 7.13	* 6.11	* 5.30 M 57			3.28
	5.35	8.56	* 12.15	* 2.45	* 8.20	* 9.16		78	18.5	State Line 1.6	129.0		* 5.37	* 7.07	* 6.06	* 5.24			3.13
	5.45	9.00	* 12.20	* 2.48	F 8.24	F 9.19		79	20.1	Barker 3.0	127.4	50	F 5.34	F 7.04	* 6.04	* 5.21			3.08
	6.00	9.10	F 12.28	* 2.53 M 58	8.32	9.26		82	23.1	Wrenshall 4.1	124.4	83	5.28	6.58	* 6.00	F 5.14			De 2.53 M 103 Ar 2.20
	Ar 6.30 De 7.30 M 14	9.25	Ar 12.38 DAILY	Ar 3.00 P M DAILY	8.46	9.35	W Y S C	86	27.2	Carlton 5.1	120.3		5.20	6.50 M 57	De 5.54 P M DAILY	De 5.05 A M DAILY	Ar 2.00 A M	De 2.00 Ar 1.30	
	7.50	9.45			F 8.58	F 9.45		91	32.3	Pine Grove 4.8	115.2	58	F 5.10	F 6.38			1.35		1.10
	8.10	10.00			9.11	9.54	T	96	37.1	Sawyer 6.5	110.4	120	5.01	6.31			1.15		12.53
	8.35	10.23			F 9.21	F 10.05		102	43.6	Corona 5.4	103.9	87	F 4.49	F 6.21			12.48		12.30
	9.05	10.42			9.33	10.15	W	108	49.0	Cromwell 6.0	98.5	80	4.39	6.09			12.22 A M	12.10 P M	
	9.32	11.03			9.45	10.25		114	55.0	Wright 6.1	92.5	70	4.28	5.58			11.55 P M	11.47 A M	
	10.02	11.25 M 54			F 9.57	F 10.36		120	61.1	Tamarack 4.9	86.4	80	F 4.16	F 5.47			De 11.25 M 53 Ar 11.20	11.25	
	10.25	11.40			F 10.06	F 10.43		125	66.0	Grayling 4.2	81.5	80	F 4.07	F 5.37			10.55		11.07
	Ar 10.45 De 11.35 M 58	Ar 11.55 P M De 12.10 A M			10.15 M 54	10.52 P 57 M 58	W C	129	70.2	McGregor 4.8	77.3	190	3.59	5.29			De 10.30 M 13 Ar 10.10	De 10.52 M 57 Ar 10.30 & 11	
	11.55 A M	12.25			F 10.25	F 11.00		133	75.0	Ude 4.1	72.5	80	F 3.50	F 5.20			9.40		10.15
	12.08 P M	12.38			10.34	11.07		138	79.1	Kimberly 5.8	68.4	58	3.42	5.13			9.20		10.00
	12.30	12.57			F 10.46	F 11.17		144	84.9	Rosburg 6.1	62.6	85	F 3.32	F 5.03			8.55		9.42
	Ar 12.50 De 1.53	1.15			10.58	11.28	W	150	91.0	Aitkin 4.7	56.5	271	3.21	4.48			8.25	De 9.20 Ar 8.30	
	2.20	1.30			F 11.08	F 11.36		155	95.7	Cedar Lake 5.7	51.8	85	F 3.11	F 4.38			8.00		8.12
	Ar 2.57 De 3.02 M 12	1.48			11.21	11.45		160	101.4	Deerwood 4.5	46.1	110	3.02 M 57	4.30			7.35		7.55
	3.18	2.01			F 11.30	F 11.54 A M	W	165	105.9	Klondyke 5.0	41.6	87	F 2.53	F 4.23			7.15		7.40
	3.35	2.17			F 11.40	F 12.02 P M		170	110.9	Loerch 7.2	36.6	85	F 2.44	F 4.16			6.47		7.25

	De 9.45 A M	Ar 4.00 P M EX. SUNDAY	Ar 2.40 De 3.15		Ar 11.55 P M De 12.05 A M	Ar 12.15 De 12.20	W C S T Y	177	118.1	Brainerd 4.4	29.4		De 2.30 Ar 2.25	De 4.05 Ar 3.55			De 6.10 Ar 5.30	De 7.00 A M EX. SUNDAY	Ar 3.10 P M
	10.03		Ar 3.42 De 3.47 M 14		F 12.13	F 12.28		181	122.5	Baxter 5.8	25.0	114	F 2.17	F 3.47 M 53			5.15		2.55
	10.25		4.10		F 12.24	F 12.37		187	128.3	Sylvan 3.3	19.2	78	F 2.08	F 3.37			5.00		2.35
	10.40		4.25		F 12.31	12.48		191	131.6	Pillager 5.0	15.9	117	2.03	F 3.31			4.49		2.24
	11.00		4.45		F 12.40	F 12.51		196	136.6	Wheelock 3.7	10.9	72	F 1.54	F 3.23			4.34		2.06
	11.15		5.00		12.47	12.58	W	199	140.3	Motley 4.2	7.2	205	1.48 P 44	3.17			4.23		De 1.53 Ar 1.43 12 P
	11.30		5.15		F 12.55	F 1.04		203	144.5	Hayden 3.0	3.0	118	F 1.40	F 3.10			4.10		1.25
	11.45 A M Ar		Ar 5.30 A M		Ar 1.00 A M	1.10 P M Ar M 44	W C S T Y	207	147.5	Staples	0.0		De 1.35 P M	De 3.05 A M			De 4.00 P M		De 1.10 P M M 11

(2.00)	(12.00)	(10.30)	(0.48)	(0.31)	(5.30)	(4.40)				Time over District.....	(4.50)	(4.50)	(0.29)	(0.40)	(10.00)	(10.15)	(2.00)
14.7	9.8	14.0	23.6	36.5	26.8	31.6				Average Speed per Hour.....	30.5	30.5	39.1	28.3	12.0	11.5	14.7

Registering stations—Central Ave., Superior; Carlton, Brainerd and Staples.
Standard Clocks—Duluth, Carlton and at Staples Passenger Depot.
All trains and light engines will be governed by interlocking signals at Third District crossing at Carlton and Great Northern 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. 3, 4 and 8.
No. 12 will wait at Staples for Nos. 7 and 6.

No. 11 will wait at Carlton for branch No. 471.
Double track switch at Walbridge will be kept set and locked for west bound track when not in use.
The name of Portage has been changed to Ude.

Registering stations—White Bear, Wyoming, Rush City, Hinckley, Carlton, West Duluth, Rice's Point, Duluth and Bald Eagle for trains terminating there.

Bulletin stations—White Bear, Hinckley, Carlton, Rice's Point and Duluth.

Standard clocks—White Bear, Hinckley, Carlton, Rice's Point and Chief Dispatcher's Office, Duluth.

All trains between White Bear and St. Paul will be governed by St. Paul division time table, and between St. Paul and Minneapolis by Great Northern Railway time table and regulations.

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

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

Passenger trains must move under full control in both directions between Duluth Union Depot and D. M. & N. Junction on Third District, keeping sharp lookout for switches, for trains that might be moving over cross-overs and moving ahead of passenger trains. This will in no wise excuse second or inferior class trains and yard engines from fully complying with paragraph F, Rule 298, Book of Rules.

All east bound trains and engines must come to a full stop 200 feet from Junction with Duluth and Superior Short Line at Garfield Avenue and must not proceed until the way is known to be clear.

Double track switch at West Duluth Junction will be kept set for the east bound track.

Junction switches at Garfield Avenue will be kept set for Third District main line.

No. 104 will register at West Duluth by ticket.

All east bound trains will come to a full stop at double track switch at West Duluth Junction, and will know that track is not obstructed by trains crossing over to Grassy Point line or to Fond du Lac branch.

On Sundays No. 104 will stop on flag at Harris, Willow River, Moose Lake and Barnum, and No. 103 at Barnum, Moose Lake, Willow River and Harris.

No. 101 will wait at Carlton for Second District No. 11.

No. 116 will take siding for No. 101.

Nos. 142, 145, 147 and 148 lose rights and class when 30 minutes or more

BACK UP" train and will not carry passengers.

Baggage for Wyoming and points west should be handled by of No. 102.

Table with columns for train numbers (WAY FRT No. 175 to No. 101), class (Third Class, Second Class, First Class), and stations (Duluth, Rice's Point, 20th Avenue, D.M. & N. Jct., West Duluth, Smithville, Short Line Park, Howell, Thomson, Carlton, Otter Creek, Atkinson, Mahtowa, Barnum, Moose Lake, Sturgeon Lake, Willow River, Rutledge, Finlayson, Groningen, Friesland, Hinckley, Mission Creek, Beroun, Pine City, Rock Creek, Rush City, Harris, North Branch, Stacy, Wyoming, Forest Lake, Hugo, Bald Eagle, White Bear, St. Paul, Minneapolis). Includes arrival and departure times and a summary table at the bottom.

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

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

Summary table with columns for train numbers and average speeds per hour (e.g., (8.25), 8.9, (4.30), 12.1, (9.15), 15.0, (0.35), 8.4, (0.18), 16.3, (0.18), 16.3, (0.05), 22.8, (0.05), 22.8, (0.05), 22.8, (0.50), 24.7, (0.03), 20.0, (0.05), 22.6, (0.35), 30.5, (0.35), 28.1, (0.35), 30.5, (5.19), 23.4, (3.07), 40.0, (5.20), 26.9).

West Bound.										TAYLORS FALLS BRANCH.										East Bound.			
MIXED No. 261		PASSENGER No. 111		PASSENGER No. 109		PASSENGER No. 107		Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Taylors Falls	Time Table No. 26 May 27th, 1906 Succeeding No. 25A		Distance from Wyoming	Capacity of Side Tracks	PASSENGER No. 108		PASSENGER No. 110		PASSENGER No. 112		MIXED No. 262		
Second Class EX. SUNDAY	First Class SAT. & SUN.	First Class DAILY	First Class EX. SUNDAY	First Class DAILY	First Class EX. SUNDAY	First Class DAILY	First Class EX. SUNDAY				First Class EX. SUNDAY	First Class DAILY			First Class SAT. & SUN.	Second Class EX. SUNDAY	First Class EX. SUNDAY	First Class DAILY	First Class SAT. & SUN.	Second Class EX. SUNDAY	First Class EX. SUNDAY	First Class DAILY	First Class SAT. & SUN.
De 11.35 AM	De 4.05 PM	De 6.45 PM	De 6.25 AM					W T	0.0	Taylor Falls and 0.5	20.5		Ar 7.40 PM	Ar 11.15 AM	Ar 4.00 PM	Ar 4.40 PM							
11.40	4.10	7.00	6.35					LF 21	0.5	Taylor Falls 3.0	20.0	10	7.35	11.10	3.55	4.35							
								LF 17	3.5	Franconia 3.0	17.0	30	7.27	F 11.02	F 3.46	De 4.20 M							
F 11.50 AM	4.20	7.10	6.45					LF 14	6.5	Shafers 3.3	14.0	22	7.18 M	10.55	3.40	Ar 4.15 M							
12.01 PM	4.28	7.18	6.53					LF 10	9.8	Centre City 1.7	10.7	14	7.10	10.45	3.30								
12.14	4.35	7.27	7.01					LF 9	11.5	Lindstrom 2.5	9.0	50	7.05	10.40	3.24								
12.21	4.39	7.30	7.07					LF 6	14.0	Chisago City 6.5	6.5	42	6.59	10.35	3.18								
12.30	4.46	7.35	7.15					LF 123	20.5	Wyoming 6.5	0.0	120	6.45 PM	10.20	3.05	De 3.10 PM							
Ar 12.55 PM	5.00 PM	7.50 PM	7.30 AM	W Y	L								De 6.45 PM	De 10.20 AM	De 3.05 PM	De 3.10 PM							
EX. SUNDAY	SAT. & SUN.	DAILY	EX. SUNDAY										EX. SUNDAY	DAILY	SAT. & SUN.	EX. SUNDAY							
(1.20)	(1.05)	(1.05)	(1.05)	Time over District.....				(0.55)	(0.55)	(0.55)	(1.30)												
15.4	18.9	18.9	18.9	Average Speed per Hour.....				22.3	22.3	22.3	13.6												

Registering stations—Wyoming and Taylors Falls.

West Bound.										GRANTSBURG BRANCH.										East Bound.			
MIXED No. 361 (101's Con.)		PASSENGER No. 111		PASSENGER No. 109		PASSENGER No. 107		Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Grantsburg	Time Table No. 26 May 27th, 1906 Succeeding No. 25A		Distance from Rush City	Capacity of Side Tracks	MIXED No. 362 (102's Con.)								
Second Class EX. SUNDAY	First Class SAT. & SUN.	First Class DAILY	First Class EX. SUNDAY	First Class DAILY	First Class EX. SUNDAY	First Class DAILY	First Class EX. SUNDAY				First Class EX. SUNDAY	First Class DAILY			First Class SAT. & SUN.	Second Class EX. SUNDAY	First Class EX. SUNDAY	First Class DAILY	First Class SAT. & SUN.	Second Class EX. SUNDAY			
De 11.59 AM	De 4.05 PM	De 6.45 PM	De 6.25 AM					W T	0.0	Grantsburg 10.3	17.0		40	Ar 11.25 AM									
12.20 PM	4.10	7.00	6.35					LE 17	0.0	Benson 1.7	6.7	18	11.03										
12.30	4.20	7.10	6.45					LE 7	10.3	St. Croix River 3.0	5.0	6	10.58										
12.40	4.28	7.18	6.53					LE 5	12.0	Martin's 2.0	2.0	7	10.48										
12.55 PM	4.35	7.27	7.01					LE 2	15.0	Rush City 2.0	0.0	120	10.40 AM										
Ar 12.55 PM	4.39	7.30	7.07					W Y L 99	17.0				De 10.40 AM										
EX. SUNDAY	SAT. & SUN.	DAILY	EX. SUNDAY										EX. SUNDAY										
(0.56)	(1.05)	(1.05)	(1.05)	Time over District.....				(0.45)															
18.2	18.9	18.9	18.9	Average Speed per Hour.....				22.6															

Registering stations—Rush City and Grantsburg. Branch Trains will protect themselves by flag against Main Line Trains at West "Y" at Rush City.

West Bound.										GRASSY POINT LINE.										East Bound.			
PASSENGER No. 105		PASSENGER No. 103		Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from West Duluth Junction	TIME TABLE No. 26 May 27th, 1906 Succeeding No. 25A		Distance from Superior	Capacity of Side Tracks	PASSENGER No. 104		PASSENGER No. 106										
First Class DAILY	First Class DAILY	First Class DAILY	First Class DAILY				First Class DAILY	First Class DAILY			First Class DAILY	First Class DAILY											
De 11.27 PM	De 2.08 PM	W Y	L 5	0.0	West Duluth Jct. 3.4	3.4		Ar 6.45 PM	Ar 6.12 AM														
Ar 11.38 PM	Ar 2.19 PM	Y	W B 67	3.4	Superior BY	0.0		De 6.34 PM	De 6.00 AM														
DAILY	DAILY							DAILY	DAILY														
(0.11)	(0.11)	Time over District.....				(0.11)	(0.12)																
18.5	18.5	Average Speed per Hour.....				18.5	17.0																

Registering stations—West Duluth and Superior passenger depot. No. 104 will register at West Duluth by ticket. All engines with or without train will come to a full stop for drawspan in Grassy Point bridge. Grassy Point Line Junction switch at West Duluth Junction will be kept set for Third District east bound track.

East leg of wye at West Duluth Junction is "Grassy Point Line" main track and the switch at the junction of east and west legs will be kept set for Grassy Point Line. ALL TRAINS must run slow around curve on east leg of wye and by the Zenith Furnace plant, looking out for switch engines working on main line. This will in no wise excuse switch engines from full compliance with Paragraph F, Rule 298, Book of Rules.

West Bound.										OLD LINE—FOND DU LAC BRANCH.										East Bound.			
MIXED No. 167		PASSENGER No. 163		PASSENGER No. 161		Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from West Duluth Jct.	Time Table No. 26 May 27th, 1906 Succeeding No. 25A		Distance from Fond du Lac	Capacity of Side Tracks	PASSENGER No. 162		PASSENGER No. 164		MIXED No. 168						
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	Second Class EX. SUNDAY	First Class EX. SUNDAY	First Class EX. SUNDAY	Second Class EX. SUNDAY					
De 9.40 AM	De 5.48 PM	De 7.08 AM	De 7.08 AM	W Y	L 5	0.0	West Duluth Jct. 2.7	9.4		Ar 8.02 AM	Ar 6.57 PM	Ar 1.40 PM											
9.50	5.54	7.14	7.23		LB 2	2.7	Spirit Lake 3.8	6.7	25	7.56	6.51	1.28											
10.20	6.03	7.23			LB 5	6.5	New Duluth 2.9	2.9	50	7.47	6.42	12.45											
10.35 AM	Ar 6.10 PM	Ar 7.30 AM	Ar 7.30 AM		LB 8	9.4	Fond du Lac FN	0.0	48	De 7.40 AM	De 6.35 PM	De 12.30 PM											
EX. SUNDAY	EX. SUNDAY	EX. SUNDAY	EX. SUNDAY							EX. SUNDAY	EX. SUNDAY	EX. SUNDAY											
(0.55)	(0.22)	(0.22)		Time over District.....				(0.22)	(0.22)	(1.10)													
10.2	25.1	25.1		Average Speed per Hour.....				25.1	25.1	8.0													

Registering stations—Fond du Lac and West Duluth. Fond du Lac Branch Junction switch at West Duluth Junction will be kept set for Third District east bound track. No. 167 has right over No. 168. No. 161 has right over No. 162. No. 163 has right over No. 164.

West Bound.										CLOQUET BRANCH.										East Bound.										
MIXED No. 475 (13's Con.)		MIXED No. 479 (104's Con.)		MIXED No. 477 (102's Con.)		PASSENGER No. 473 (103's Con.)		PASSENGER No. 471 (101 & 11's Con.)		PASSENGER No. 469 (See 116)		Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Cloquet	Time Table No. 26 May 27th, 1906 Succeeding No. 25A		Distance from Carlton	Capacity of Side Tracks	PASSENGER No. 472 (102's Con.)		PASSENGER No. 474 (104's Con.)		PASSENGER No. 476 (14's Con.)		MIXED No. 478 (106's Con.)		MIXED No. 480 (101's Con.)		MIXED No. 482 (103's Con.)	
Second Class DAILY	Second Class EX. SUNDAY	Second Class EX. SUNDAY	First Class EX. SUNDAY	First Class EX. SUNDAY	First Class DAILY	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	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	Second Class EX. SUNDAY	Second Class EX. SUNDAY
De 6.45 PM	De 5.10 PM	De 12.00 M	De 2.20 PM	De 9.10 AM	De 8.30 AM	W S	LC 7	0.0	Cloquet 2.7	6.5		Ar 1.40 PM	Ar 6.25 PM	Ar 8.05 AM	Ar 7.30 AM	Ar 10.35 AM	Ar 3.40 PM													
6.55	5.20	12.10	2.28	9.18	8.38		LC 2.7	2.7	Scanlon 3.8	3.8		1.32	6.17	7.57	7.00	10.20	3.25													
7.10 PM	5.35 PM	12.25 PM	2.40 PM	9.30 AM	8.50 AM	W C	86	6.5	Carlton UN	0.0		De 1.20 PM	De 6.05 PM	De 7.45 AM	De 6.40 AM	De 10.00 AM	De 3.05 PM													
DAILY	EX. SUNDAY	EX. SUNDAY	EX. SUNDAY	EX. SUNDAY	DAILY							EX. SUNDAY	DAILY	DAILY	EX. SUNDAY	EX. SUNDAY	EX. SUNDAY													
(0.25)	(0.25)	(0.25)	(0.20)	(0.20)	(0.20)	Time over District.....				(0.20)	(0.20)	(0.20)	(0.50)	(0.35)	(0.35)															
15.6	15.6	15.6	19.5	19.5	19.5	Average Speed per Hour.....				19.5	19.5	19.5	7.8	11.1	11.1															

Registering stations—Carlton and Cloquet. Bulletin station and standard clock—Carlton. Interlocking switch and signal—Carlton. No. 477 has right over No. 472.

SPECIAL INSTRUCTIONS.

DOUBLE TRACK RULES.

No. 1. Double track extends from West Duluth Junction to Union Depot Junction switch at Duluth, and from State Line to Walbridge.

No. 2. Trains meeting between State Line and Walbridge will be governed the same as if meeting at a station, and must be positively identified to each other.

No. 3. Trains running on double track will keep to the right.

No. 4. 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.

No. 5. Work train extras using double track will protect themselves at all times, whether working under telegraphic orders or not.

SPECIAL RULES.

No. 6. West-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 east switch.

No. 7. Rule 288, Book of Rules, is modified to the extent that Third class trains and extra trains may run ahead of delayed second class trains and their sections between Duluth and West Duluth Junction without orders.

No. 8. Rule 288, Book of Rules, is modified to the extent that extra trains may run ahead of third class trains and their sections without orders.

No. 9. Engineers will not be required to consult registers except at initial or starting point. See rule 308, Book of Rules.

No. 10. Retainers must be used on grades between Pine Grove and Central Avenue, Superior, Carlton and West Duluth Junction, and other grades where in the judgment of the engineer they are necessary. Conductors are responsible for application of retaining valves on commencement of descent, and for their release at the foot of grade. Such full use of retainers is required as will prevent placing an undue amount of braking on any particular car or cars, and as will afford full opportunity for engineer to recharge and retain maximum air pressure at all points.

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 ;
West end of siding at Poplar ;
East and west leg of wye, Bald Eagle ;
East and west end, Garen ;
West end house track at Stacy ;
West end house track, Beroun ;

West end loading spur, Mission Creek ;
West end loading spur, Friesland ;
East end of siding at Howell ;
East end of quarry track, Miller Branch ;
West end Furnace Track on Grassy Point Line ;
East end siding, Pine Grove ;
East end north passing track, Sawyer.
Front of depot at Fond du Lac.
East end Power Co. spur.

No. 12. On First District, Engines heavier than D3 class, and double-heading with engines of any class, not permitted between Wentworth and Ashland. When two or more engines are used or hauled in train they must be separated by three (3) cars. Fifty (50) ton ore cars loaded with ore must not be hauled in above limits. Wrecking cranes and steam shovels must be separated from engine hauling, and each other, by at least three (3) cars.

No. 13. On Third District, Engines heavier than N. P. class P3, either to pull train or be hauled in train, and double-heading with engines of any class, are not permitted on following bridges:

St. Louis River, Grassy Point Line ;
St. Louis River, at Thomson ;
Kettle River, at Rutledge ;
Grindstone River, at Hinckley ;
Snake River, at Pine City.

When necessary to use two or more engines, they must be separated with five (5) cars. Wrecking cranes and steam shovels must be separated from engines handling, and from each other, by at least three (3) cars.

No. 14. Engines backing will not exceed Fifteen (15) miles per hour unless equipped with pilot on rear of tender.

COMMERCIAL SPURS.

MAIN LINE-First Dist.

Distance from Ashland.

Bellwood	40.0 Miles
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MAIN LINE-Second Dist.

Distance from Duluth.

Clear Creek	21.8 Miles
Dunphy Spur	54.0 "
Grass Twine Spur	72.6 "

MAIN LINE-Third Dist.

Distance from Duluth.

Power Co. Spur	17.0 Miles
Fox & Wisdom's Mill	44.4 "
Garen	130.7 "

GRANTSBURG BRANCH.

Distance From Rush City.

Rungren's Spur	8.0 Miles
Lind's "	10.5 "
Anderson's "	15.0 "

TAYLORS FALLS BRANCH.

Distance from Wyoming.

Anderson's Wood Spur	8.6 Miles
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QUARRY BRANCH.

Distance from Croningen.

Government Road Siding	3.0 Miles
Quarry	6.0 "

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. C. R. BALL, 638 Bedford St., St. Paul.
 DR. E. L. MANN, Endicott Building, St. Paul.
 DR. C. L. GREENE, Lowry Building, St. Paul.
 DR. J. A. QUINN, 301 Ernst Building, St. Paul.
 DR. F. J. PLONDKE, Cor. 7th and Margaret Sts., St. Paul.
 DR. A. W. WHITNEY, Office 936 Payne Ave., Residence
 660 Case St., St. Paul.
 DR. S. M. KIRKWOOD, 1615 Wesley Ave., Hamline.
 St. Paul Freight Station (s).
 " Mississippi St. (s).
 " Como Shops (s).
 " Third Street Freight Station (s).

DR. A. A. LAW, 113 Pillsbury 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 (s).
 DR. B. J. MERRILL, Stillwater.
 Wyoming (s)
 DR. J. W. SWARTZ, Forest Lake, Minn.
 DR. A. J. STIERLE, Jr., Rush City (s).
 DR. P. BAKKE, Grantsburg, Wis.
 DR. E. L. STEPHAN, Hinckley (s).
 DR. E. A. RILEY, Willow River, Minn.
 DR. O. S. WATKINS, Carlton, Minn. (s).
 DR. ANDREW HENDERSON, Scanlon, Minn.

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.
 Duluth yard office at Rice's Point (s).
 Duluth Union Depot (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. J. F. AVERY, Aitkin, Minn. (s).
 DR. W. G. CAMERON, Staples (s).
 DR. C. E. LUM, Oculist and Aurist, Duluth, Minn.
 DR. J. W. CHAMBERLIN, Oculist, 220 Lowry Bldg. St. Paul.
 DR. L. A. NELSON, Oculist, 220 Lowry Bldg., St. Paul.

NOTE.

Surgeons will attend, when called upon officially, to all cases of accident occurring to employees 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 practical when surgical or medical services are needed. When such are accessible, the Association will not pay for 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.

C. E. McMULLIN,

Train Master.

F. E. POTTER,

Chief Dispatcher.