

# NORTHERN PACIFIC RAILWAY COMPANY.

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## LAKE SUPERIOR DIVISION

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No. 8

**TIME TABLE**

No. 8

TO TAKE EFFECT AT 12:01 A. M.

(CENTRAL OR 90th MERIDIAN TIME.)

**SUNDAY, JANUARY 8th, 1899.**

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For the government of employes only. The Company reserves the right to vary therefrom at pleasure. Be positive that you have the current Time Table, and destroy all previous numbers. Read carefully the Special and General Rules, and always have for reference a copy of the TRANSPORTATION RULES.

J. W. KENDRICK,  
Gen'l Manager.

M. C. KIMBERLY,  
Gen'l Superintendent.

E. C. BLANCHARD,  
Superintendent.

FIRST DISTRICT.

West Bound.

East Bound.

FREIGHT No. 51		PASSNG'R No. 1		TIME TABLE No. 8 Jan. 8th, 1899 Succeeding No. 7A		PASSNG'R No. 2		FREIGHT No. 52					
Sec'd Class EX. SUNDAY De 12.30 A M		First Class DAILY De 8.20 A M		Water, Coal, Scutes, Tables and Wyes	Station Numbers	Distance from Ashland	Distance from Duluth	Capacity of Side Tracks	Telegraph Offices	First Class DAILY Ar 7.00 P M		Third Class EX. SUNDAY Ar 2.30 P M	
12.41		8.29			0	0.0	76.1	200	N				
					W	5	71.7				6.48		2.15
12.57		F 8.42			C	10	71.7				F 6.36		1.57
1.15		F 8.53			T	16	71.7				F 6.23		1.38
1.32		F 9.10			0	24	71.7				F 6.06		1.15
2.00		9.20			1	28	71.7				F 5.56		1.00
2.17		9.30			2	32	71.7				5.46		12.37
2.26		F 9.34			3	35	71.7				F 5.39		12.20
2.32		9.37			4	36	71.7				5.36		12.15 P M
2.55		F 9.48			5	41	71.7				F 5.24		11.45 A M
3.06		9.53			6	44	71.7				5.18		11.30
3.12		F 9.57			7	45	71.7				F 5.13		11.20
3.23		10.02			8	48	71.7				5.07		11.05
3.30		F 10.07			9	50	71.7				F 4.59		10.53
					10	53	71.7						
					11	57	71.7						
3.49		F 10.20	M52		12	61	71.7				F 4.48		De 10.20 M1 Ar 10.15
					13	63	71.7						
Ar 4.05 De 4.20 4.21		* 10.35			14	63	71.7				* 4.36		De 9.30 Ar 9.00 8.59
		10.37			15	63	71.7				4.35		
Ar 4.35 A M EX. SUNDAY		10.48			16	67	71.7				4.25		De 8.45 A M EX. SUNDAY

SEE DULUTH AND SUPERIOR SHORT LINE TIME TABLE.

Ar 11.15 A M	WCS TY	WB71	76.1	Duluth DU	0.0	700	N	De 4.00 P M
DAILY								DAILY

Registering Stations: Ashland, South Superior, and as per instructions on D. & S. Short Line Time Table.

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

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

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

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

SECOND DISTRICT.

West Bound.

East Bound.

FREIGHT No. 57		Express Freight No. 53		PASSENGER No. 13.		PASSENGER No. 11		PASSENGER No. 5		Water, Coal, Stakes, Tables and Wye	Station Numbers	Distance from Duluth	TIME TABLE No. 8 Jan. 8th, 1899. Succeeding No. 7A			Distance from Staples	Capacity of Side Tracks	Telegraph Offices	PASSENGER No. 6		PASSENGER No. 12.		PASSENGER No. 14		FREIGHT No. 54		FREIGHT No. 58	
Third Class	EX. SUNDAY	Sec'd Class	DAILY	First Class	DAILY	First Class	DAILY	First Class	EX. SUNDAY				WCS	WB	0.0				STATIONS	DU	8.8	148.0	700	N	First Class	EX. SUNDAY	First Class	DAILY
De 7.50 A M		De 6.40 P M		7.10		2.10				W Y	67	8.8	So. Superior								5.25		7.05		Ar 6.35 P M		Ar 4.45 A M	
				7.55		2.10							AJ								3.50		7.10		Ar 6.35 P M		Ar 4.45 A M	
				8.19		2.10					69	11.1	Pokegama Jct.								F 6.20		F 6.59		6.25		4.37	
				8.22		2.25					73	15.0	St. Louis								F 5.40		F 6.49		6.09		4.28	
				8.37		2.25				W	74	15.7	Walbridge								F 5.09		F 6.47		6.05		4.10	
				8.45		2.34						18.9	State Line								F 5.09		F 6.47		5.56		4.10	
				8.55		2.38					79	20.6	Barker								F 5.09		F 6.47		5.50		4.04	
				9.06		2.46					82	23.4	Wrenshall								F 5.09		F 6.47		5.40		3.54	
				9.20		2.55				W	86	27.7	Carlton								F 5.09		F 6.47		5.20		3.40	
				10.13		3.00					91	32.8	Pine Grove								F 5.09		F 6.47		4.53		3.22	
				10.35		3.15				T	96	37.6	Sawyer								F 5.09		F 6.47		4.08		3.06	
				10.50		3.27					102	44.1	Corona								F 5.09		F 6.47		3.18		2.18	
				11.10		3.30				W	108	49.5	Cromwell								F 5.09		F 6.47		2.40		1.47	
				11.30		3.51					114	55.6	Wright								F 5.09		F 6.47		2.40		1.47	
				11.50 A M		4.02					120	61.6	Tamarack								F 5.09		F 6.47		2.40		1.47	
				12.30 P M		4.18				WC	129	70.7	McGregor								F 5.09		F 6.47		2.40		1.47	
				1.05 M54		4.35				W	138	79.6	Kimberly								F 5.09		F 6.47		2.40		1.47	
				1.27		4.45					144	85.4	Rosburg								F 5.09		F 6.47		2.40		1.47	
				1.49		4.58				W	150	91.5	Aitkin								F 5.09		F 6.47		2.40		1.47	
				2.09		5.06					155	96.3	Cedar Lake								F 5.09		F 6.47		2.40		1.47	
				2.28		5.18				W	160	101.9	Deerwood								F 5.09		F 6.47		2.40		1.47	
				2.52		5.29					170	111.4	Jonesville								F 5.09		F 6.47		2.40		1.47	
				3.02		5.40					177	118.6	Brainerd								F 5.09		F 6.47		2.40		1.47	
				3.29		5.50					181	123.0	Baxter								F 5.09		F 6.47		2.40		1.47	
				3.50		6.01					187	128.6	Sylvan Lake								F 5.09		F 6.47		2.40		1.47	
				4.01		6.15					191	132.0	Pillager								F 5.09		F 6.47		2.40		1.47	
				4.21		6.27					196	137.1	Wheelock								F 5.09		F 6.47		2.40		1.47	
				4.32		6.37				W	199	140.8	Motley								F 5.09		F 6.47		2.40		1.47	
				4.58		6.44					203	145.0	Hayden								F 5.09		F 6.47		2.40		1.47	
				5.08		6.51					207	148.0	Staples								F 5.09		F 6.47		2.40		1.47	

SEE DULUTH AND SUPERIOR SHORT LINE TIME TABLE.

Registering Stations—So. Superior, Brainerd and Staples  
 All trains and light engines must come to a full stop before crossing Paine & Co.'s track, one-half mile east of Carlton, and will be governed by interlocking signals at St. P. & D. crossing at Carlton and Eastern Ry. of Minn. crossings at State Line, Pokegama Junction and South Superior.

Brainerd Yard extends to Gravel Pit, two (2) miles east of Brainerd.  
 No. 14 will wait at Staples for No. 1, and No. 12 for No. 2, of Minnesota Division, unless otherwise ordered. Speed must be reduced to four (4) miles per hour while crossing Mississippi River Bridge.

*No. 11 will wait at Staples for No. 1 and at Brainerd for No. 6*  
*No. 14*

## GENERAL RULES.

**Study Carefully Special and General Rules. Important changes have been made which must be understood alike by all.**

Conductors will register as required, and must not pass any registering station which has telegraph service without an order or clearance.

All trains on double track approaching stations at which passenger trains are receiving or discharging passengers must be brought to a FULL STOP with ENGINES OPPOSITE EACH OTHER.

Freight trains authorized to carry passengers, with permits, will be designated by bulletin.

Special care must be exercised when approaching all bluffs where slides are liable to occur, and freight brakemen must be on top of train when approaching and passing all stations and bluffs.

Before passing any station freight engineers must obtain signal from rear of train.

Special attention is called to Rules 128 and 131, which also govern trains at water tanks outside of switches.

Engineers of all irregular trains and delayed regular trains must sound road crossing signal approaching obscure curves, to warn trackmen and others.

All car doors must be kept closed while in trains.

At all stations where there is a local spur or siding cars must not be left on passing track without special orders.

## SPECIAL REFERENCES.

M—Meet.

P—Pass.

F—Flag Station.

\*—Trains do not stop for passengers.

†—Meals.

W—Water.

C—Coal.

S—Scale.

T—Table.

Y—Wye.

D. T.—Double Track.

FULLFACED figures (1, 2, 3, etc.,) denote meeting and passing stations.

D—Day and N—Night and Day telegraph office.

### **AUTHORIZED SURGEONS, LAKE SUPERIOR DIVISION.**

#### LOCATION OF STRETCHERS (S).

DR. W. COURTNEY,  
Chief Surgeon E. D., Brainerd, Hospital (S).  
DR. C. R. CLARK, Asst. Surgeon, Brainerd, Hospital.  
DR. M. S. HOSMER, Ashland, Wis. (S).  
DR. J. C. ADAMS, West Superior.  
Old Superior Freight Station (S).

DR. W. H. MAGIE, Duluth, Minn.  
YARD OFFICE, Rice's Point (S).  
DR. L. A. SUKEFORTH, Carlton, Minn.  
DR. C. GRAVES, Aitkin, Minn.  
DR. G. K. McDOWELL, 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 services 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.