

# NORTHERN PACIFIC RAILWAY COMPANY.

## LAKE SUPERIOR DIVISION

No. 11

TIME TABLE

No. 11

TO TAKE EFFECT AT 12:01 A. M.

(CENTRAL OR 90th MERIDIAN TIME.)

**SUNDAY, MAY 21st, 1899.**

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,  
Second Vice President.

M. C. KIMBERLY,  
Gen'l Superintendent.

E. C. BLANCHARD,  
Superintendent.

West Bound.

FIRST DISTRICT.

East Bound.

FREIGHT No. 51		PASSNG'R No. 1		Station Numbers and Stops	Distance from Duluth	THE TITLE IS: II May 1st, 1899 Revolving No. 10	Distance from Duluth	Capacity of Side tracks	Telegraph Office	PASSNG'R No. 2		FREIGHT No. 52	
Sec'd Class EX. SUNDAY N 12.30 A M	First Class DAILY De 8.20 A M	W C	0 0.0							First Class DAILY Ar 7.00 P M	Third Class EX. SUNDAY Ar 2.30 P M		
12.41	8.29		8	4.6	Ashland vc C. St. P. M. & O. Jun. 8.0	75.5	200	N	6.48		2.15		
12.57	P 8.42		10	10.1	Moquah 0.1	85.4	80		F 6.80		1.67		
1.15	P 8.53	W	16	16.2	Ino 7.4	59.3	39		F 6.28		1.38		
1.32	F 9.10		24	23.6	Topside 4.7	51.9	39		F 6.06		1.16		
2.00	9.20		28	28.3	Iron River rv 4.0	47.2	49	D	5.56		1.00		
2.17	9.30	W	32	32.3	Muskeg 2.6	43.2	37		5.46		12.37		
2.26	P 9.34		38	34.0	Pearson 1.3	40.6	15		F 5.30		12.20		
2.32	9.37		39	36.2	Brule 5.0	39.3	59	D	5.36		12.15 PM		
2.55	P 9.48		41	41.2	Blueberry 2.7	34.3	37		F 5.24		11.45 AM		
3.06	9.53		44	43.9	Maple 1.5	31.0	22		5.18		11.30		
3.12	P 9.57		46	45.4	Blaichard 2.0	30.1	35		F 5.13		11.20		
3.23	10.02	W	48	48.0	Poplar 2.1	27.5	80		5.07		11.06		
3.30	F 10.07		50	50.1	Wentworth 3.2	25.4	32		F 4.59		10.53		
			58	53.8	Amulcon 3.2	22.2	94						
3.49	P 10.20 M62		57	56.5	Cutter 4.8	19.0	36		P 4.48		N 10.20 M1 Ar 10.15		
Ar 4.05 De 4.20 4.21	* 10.35	W C S Y Y	63	62.0	Nup'r Fri. Stat'n sp 0.4	12.0	590	D	* 4.36		De 9.30 Ar 9.00 8.59		
Ar 4.35 A M EX. SUNDAY	10.37		61	61.3	Nup'r Pas. Stat'n sp 3.0	12.2	80	D	4.35		De 8.45 A M EX. SUNDAY		
	10.48	W Y	67	67.2	So. Superior aj 8.3	8.3	800	N	4.25				

SEE DULUTH AND SUPERIOR SHORT LINE TIME TABLE.

				Ar 11.15 AM	W C	8871	75.5	Duluth	0.0	700	N	De 4.00 P M
				DAILY	Y			DU				DAILY

Registering and bulletin 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.

West Bound.

SECOND DISTRICT.

East Bound.

57	FREIGHT No. 57	FREIGHT No. 53	PASSENGER No. 13	15	PASSENGER No. 7	Water, Coal, Scale, P. & S. and By-Prod.	Station Numbers	Distance from Duluth	TIME TABLE No. 11	Running time between Stations	Capacity of Six Trains	Through Trains	PASSENGER No. 8	PASSENGER No. 14	FREIGHT No. 64	FREIGHT No. 58	54
	Third Class	Sec'd Class	First Class		First Class				First Class				Third Class	Third Class			
	KX. SUNDAY	DAILY	DAILY		DAILY				DAILY				KX. SUNDAY	DAILY			

SEE DULUTH AND SUPERIOR SHORT LINE TIME TABLE.

Time	Station	Time	Station	Time	Station	Time	Station	Time	Station	Time	Station	Time	Station	Time	Station	Time	Station
De 7.50 A M		De 8.40 P M		W Y	67	8.3	So. Superior 2.4	189.2	600	N				7.16	Ar 0.35 P M		Ar 6.00 A M
7.58		8.25			69	10.7	Pokegama Jct. 3.9	186.8	93	D				F 7.09	0.25		4.53
8.17		8.40			73	14.6	St. Louis 0.7	182.9	85					7.00	6.00		4.38
8.19		8.41		W	74	15.3	Walbridge 3.2	182.2	80					F 6.59	6.05		4.36
8.34		8.50				18.5	State Line 1.8	129.0						F 6.58	5.56		4.26
8.42		8.54			79	20.1	Harker 3.0	127.4	160	D				6.49	5.50		4.21
9.08		9.02			82	23.1	Wrenshall 4.1	124.4	83	D				6.43	5.40		4.11
Ar 9.26		9.12		W	86	27.2	Carlton 5.1	120.8	160	N				6.38	De 5.20		3.57
De 9.50														Ar 5.10			
10.10		9.24			91	32.3	Pine Grove 4.8	116.2	58					F 6.24	4.47		3.39
10.28		9.35		T	96	37.1	Sawyer 0.5	110.4	93	D				F 6.18	4.25		3.24
10.50		9.48			102	43.0	Corona 5.4	103.0	57					F 6.03	3.67		3.03
11.10		9.59		W	108	49.0	Cromwell 6.0	98.5	57	N				5.53	3.38		2.45
11.30		10.11			114	55.0	Wright 6.1	92.5	70					F 5.41	3.05		2.25
11.47 A M		10.23			120	61.1	Tamarack 9.1	86.4	57					F 5.30	2.40		2.05
Ar 12.15 P M		10.40 P 55		WC	120	70.2	McGregor 8.9	77.8	119	N				5.12	De 2.00		De 1.35
De 12.30		10.46												Ar 1.40			Ar 1.10
1.05		10.58		W	138	79.1	Kimberly 5.8	68.4	58					4.53	1.05		12.40
1.28		11.08			144	84.0	Rosburg 6.1	62.0	58					F 4.44	12.45		12.21 A M
Ar 1.55		11.22		W	150	91.0	Aitkin 4.7	65.5	119	N				4.23	De 12.20 P M		De 11.50 P M
De 2.30		11.32			155	95.7	Cedar Lake 5.7	61.8	58					F 4.23	Ar 11.59 A M		Ar 11.54
2.49		11.43		W	160	101.4	Deerwood 9.5	46.1	119	N				4.13	11.38		11.32
3.12		12.02 A M			170	110.9	Jonesville 7.2	30.0	58					F 3.55	10.42		10.50
3.50															10.42		10.15
Ar 4.20		Ar 12.16		W C	177	118.1	Brainerd 4.4	29.4	875	N				Ar 2.00 A M	De 3.40	De 10.15	De 9.40
De 5.10		12.25		W C										Ar 3.30	Ar 0.16		Ar 8.55
5.39		12.33			181	122.5	Baxter 5.8	25.0	60					F 3.21	8.58		8.42
5.52		12.42			187	128.3	Sylvan Lake 3.3	10.2	78					F 3.11	8.38		8.27
6.08		1.01			191	131.0	Pillinger 5	15.9	57					F 3.05	8.27		8.17
6.27		1.12			199	136.0	Wheclock 3.7	10.6	72					F 2.55	8.09		8.03
6.42		1.22		W	199	140.3	Motley 4.3	7.2	118	N				2.48	7.56		7.53
6.59		1.30			203	144.5	Hayden 3.0	3.0	58					F 2.41	7.41		7.40
Ar 7.10 P M		Ar 1.35 A M		W C	207	147.5	Staples 0.0	0.0	250	N				De 2.35 A M	De 7.30 A M		De 7.30 P M
KX. SUNDAY		DAILY		DAILY										DAILY	DAILY		DAILY

Registering and bullfinch stations—No. Superior, Brainerd and Staples  
 All trains and light engines must come to a full stop before crossing Faine & 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 Ky. of Minn.  
 crossing 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. 4 of Minnesota Division, unless otherwise ordered.  
 Speed must be reduced to four (4) miles per hour while crossing Mississippi River Bridge

## GENERAL RULES.

**Study carefully Special and General Rules. Important changes have been made that differ from former rules and 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 298 and 299 (New Code), 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.

STANDARD CLOCKS are located at Duluth and Staples. Conductors and engineers not having access to these clocks will obtain correct time through telegraph offices.

SPECIAL ATTENTION is called to Rules 227, 287 and 406 (New Code).

## 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 R. D., Brainerd, Hospital (S).  
DR. C. R. CLARK, Asst. Surgeon, Brainerd, Hospital.  
DR. M. S. HOSMER, Ashland, Wis. (S).  
DR. J. W. TARTER, Iron River.  
DR. J. C. ADAMS, West Superior.  
Old Superior Freight Station (S).

DR. W. H. MAGIB, Duluth, Minn.  
YARD OFFICE, Rice's Point, Duluth (S).  
DR. L. A. SUKBPORTH, 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.