

NORTHERN PACIFIC RAILWAY COMPANY.

LAKE SUPERIOR DIVISION.

No. 19A

TIME TABLE

No. 19A

TO TAKE EFFECT AT 6:00 A. M.

(CENTRAL OR 90th MERIDIAN TIME.)

SUNDAY, JUNE 1st, 1902.

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

THOMAS COOPER,
Gen'l Manager.

M. C. KIMBERLY,
Gen'l Superintendent.

G. W. VANDERSLICE,
Superintendent.

T. J. DeLAMERE,
Supt. Car Service.

West Bound. **SECOND DISTRICT.** East Bound.

WAY FREIGHT No. 59	WAY FREIGHT No. 57	FREIGHT No. 53	PASSENGER No. 13	PASSENGER No. 11	PASSENGER No. 5	Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Duluth	TIME TABLE No. 19A June 1st, 1902 Succeeding No. 19	Distance from Staples	Capacity of Side Tracks	PASSENGER No. 6	PASSENGER No. 12	PASSENGER No. 14	FREIGHT No. 54	WAY FREIGHT No. 58	WAY FREIGHT No. 60
Third Class EX. SUNDAY	Third Class EX. SUNDAY	Sec'd Class DAILY	First Class DAILY	First Class DAILY	First Class EX. SUNDAY	WCS TY	W B 71	0.0	STATIONS Tel. Offices and Calls		700	First Class EX. SUNDAY	First Class DAILY	First Class DAILY	Third Class DAILY	Third Class EX. SUNDAY	Third Class EX. SUNDAY
			De 7.30 P M	De 8.40 A M					Duluth 8.3	147.5			Ar 4.55 P M	Ar 7.55 A M			

SEE DULUTH AND SUPERIOR SHORT LINE TIME TABLE.

	De 5.10 A M M54	De 6.40 P M M58	De 7.55 P M	De 9.05 A M		W Y	67	8.3	So. Superior 2.4 N	139.2	800		Ar 4.23 P M	Ar 7.30 A M	Ar 5.00 A M M57	Ar 6.30 P M M53	
	5.20	6.50	F 8.01	F 9.10			69	10.7	Pokegama Jct. 3.9	136.8	93		F 4.17	F 7.24	4.53	6.23	
	5.31	7.07	F 8.10	F 9.17			73	14.6	St. Louis 0.7	132.9	35		F 4.09	F 7.15	4.38	6.08	
	5.34	7.09	F 8.12	F 9.18		W	74	15.3	Walbridge 3.2	132.2	50		F 4.07	F 7.13	4.36	6.05	
	5.45	7.24	F 8.24	F 9.24				18.5	State Line 1.6	129.0			F 4.01	F 7.07	4.26	5.56	
	5.50	7.31	8.27	9.27			79	20.1	Barker 3.0 D	127.4	150		3.58	7.04	4.21	5.50	
	6.00	7.43	8.34	9.34			82	23.1	Wrenshall 4.1 D	124.4	83		3.53	6.58	4.11	5.35	
	Ar 6.30 De 7.30 M14	8.00	8.44	9.50		W Y	86	27.2	Carlton 5.1 N	120.3	150		3.43	6.50 M57	3.57	De 5.00 Ar 4.05	
	7.50	8.19	F 8.56	F 10.01			91	32.3	Pine Grove 4.8	115.2	58		F 3.32	F 6.38	3.39	3.50	
	8.10	8.37	9.06	10.10		T	96	37.1	Sawyer 6.5 D	110.4	93		3.26 P 58	6.31	3.24	De 3.31 Ar 3.21 12 P	
	8.35	8.55	F 9.20	F 10.23			102	43.6	Corona 5.4	103.9	57		F 3.14	F 6.18	3.03	2.45	
	9.05	9.13	9.30	10.33		W	108	49.0	Cromwell 6.0 N	98.5	57		3.05	6.09	2.45	2.15	
	9.32	9.29	F 9.43	F 10.43			114	55.0	Wright 6.1	92.5	70		F 2.54	F 5.58	2.25	1.49	
	10.02	Ar 9.52 De 10.02 13 P	F 9.57 P 53	F 10.54			120	61.1	Tamarack 4.9	86.4	57		F 2.44	F 5.47	2.05	1.23	
			F	F			125	66.0	Grayling Spur 4.2	81.5	Spur		F	F			
	Ar 10.45 De 11.15 11 P	Ar 10.30 De 10.50	10.15	11.10 P 57		WC	129	70.2	McGregor 2.4 N	77.3	119		2.28	5.29	De 1.35 Ar 1.10	De 12.45 Ar 12.25 P M	
			F	F			131	72.6	Grass Twine Spur 6.5	74.9	Spur		F	F			
	11.50 AM M58	11.21	10.34	11.27 M58			138	79.1	Kimberly 5.8	68.4	58		2.13	5.13	12.40	De 11.50 Ar 11.20 AM M57	
	12.15 PM	11.40	F 10.46	F 11.37			144	84.9	Rosburg 6.1	62.6	58		F 2.03	F 5.03	12.21 A M	10.53	
	Ar 12.40 De 1.53 M12	11.59 P M M54	10.58	11.49		W	150	91.0	Aitkin 4.7 N	56.5	119		1.53 M57	4.48	De 11.59 Ar 11.54 P M M53	De 10.25 Ar 8.50	
	2.15	12.15 A M	F 11.08 M54	F 11.58 A M			155	95.7	Cedar Lake 5.7	51.8	58		F 1.43	F 4.38	De 11.08 Ar 11.03 M13	8.30	
	2.55	12.38	11.21	12.09 P M		W	160	101.4	Deerwood 9.5 N	46.1	110		1.35	4.30	10.40	8.10	
	3.30	1.02	F 11.40	F 12.24			170	110.9	Jonesville 7.2	36.6	58	See Minn. Card	F 1.22	F 4.16	10.03	7.30	
De 6.30 P M	Ar 4.00 P M EX. SUNDAY	Ar 1.20 De 2.00	Ar 11.55 P M De 12.05 A M	Ar 12.35 De 12.45 M 6	De 1.25 P M C 12	WCS TY	177	118.1	Brainerd 4.4 N	29.4	875	Ar 12.45 P M M11	De 1.10 Ar 1.00 C 5	De 4.05 Ar 3.55	De 9.35 Ar 8.55	De 7.00 A M EX. SUNDAY	Ar 9.10 A M
6.46		2.20	F 12.13	F 12.53 M12	F 1.33		181	122.5	Baxter 5.8	25.0	60	F 12.37	F 12.53 M11	F 3.47	8.42		8.57
7.07		2.40	F 12.24	F 1.02	F 1.42		187	128.3	Sylvan Lake 3.3	19.2	78	F 12.28	F 12.41	F 3.37	8.27		8.40
7.20		2.55	F 12.31	F 1.08	F 1.48		191	131.6	Pillager 5.0	15.9	57	F 12.23	F 12.34	F 3.31	8.17		8.30
7.36		Ar 8.18 De 3.23 M14	F 12.40	F 1.16	F 1.57		196	136.6	Wheelock 3.7	10.9	72	F 12.15	F 12.25	F 3.23 M58	8.03		8.13
7.53 M54		3.42	12.47	1.23	2.03	W	199	140.3	Motley 4.2 N	7.2	118	12.03	12.18	3.17	7.53 M59		8.00
8.12		4.01	F 12.55	F 1.30	F 2.10		203	144.5	Hayden 3.0	3.0	58	F 12.01 P M	F 12.10	F 3.10	7.40		7.40
Ar 8.30 P M		Ar 4.15 A M	Ar 1.00 A M	Ar 1.35 P M	Ar 2.15 P M	WCS TY	207	147.5	Staples	0.0	250	De 11.55 A M	De 12.05 P M	De 3.05 A M	De 7.30 P M		De 7.30 A M
EX. SUNDAY		DAILY	DAILY	DAILY	EX. SUNDAY							EX. SUNDAY	DAILY	DAILY	DAILY		EX. SUNDAY

Registering and bulletin stations—South Superior, Carlton, Brainerd and Staples.
 Standard Clocks—Duluth and Staples.
 All trains and light engines will be governed by interlocking signals at Third District crossing at Carlton and Eastern Ry. of Minn. crossings at State Line, Pokegama Junction and South Superior.

Brainerd Yard extends to Gravel Pit, two (2) miles east of Brainerd.
 No. 14 will wait at Staples for Nos. 7, 8 and 4 of Minnesota Division.
 No. 12 will wait at Staples for Nos. 2 and 6 and at Brainerd for No. 5 of Minnesota Division.
 No. 11 will wait at Carlton for branch No. 172.

West Bound.

MINNEAPOLIS TO HINCKLEY. (Via St. Paul)

THIRD DISTRICT.

Table with columns for Train No., Class, Time, Station, and Distance. Includes sub-headers for 'WAY FR'T', 'FAST FR'T', 'MIXED', and 'PASSENGER' with various class and service codes.

Registering stations--Minneapolis, East Minneapolis, St. Paul Dispatcher's Office, White Bear, Wyoming, Rush City and Hinckley. Passenger trains will register by card at Third St. Junction and will not be required to get clearance unless train order signal is displayed. Bulletin stations--St. Paul Dispatcher's Office, White Bear and Hinckley. Time table rules and regulations of the Minnesota Division (Joint Card) will govern all trains using their track. Standard clocks--St. Paul Dispatcher's Office, White Bear and Hinckley.

All trains must approach M. & D. Jet. 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. Time table rules and regulations of C. M. & St. P. R. R. will govern all trains using their track. All trains will come to a full stop before crossing C. B. & Q. track at Third Street Jct., and Wisconsin Central track at Gladstone.

Train No. 103 has right over all trains excepting No. 104. Passenger trains will wait 20 minutes at White Bear for connections.

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

THIRD DISTRICT.

HINCKLEY TO MINNEAPOLIS.
(Via St. Paul.)

East Bound.

PASSENGER No. 126	PASSENGER No. 124	PASSENGER No. 122	PASSENGER No. 120	PASSENGER No. 118	PASSENGER No. 116	PASSENGER No. 114	PASSENGER No. 112	PASSENGER No. 110	PASSENGER No. 108	PASSENGER No. 106	PASSENGER No. 104	PASSENGER No. 102	Distance from Duluth	Time Table No. 19A June 1st, 1902 Succeeding No. 19	Station Number	MIXED No. 160	FAST FR'T No. 192	WAY FR'T No. 194
First Class SAT. ONLY	First Class EX. SUNDAY	First Class DAILY	First Class DAILY	First Class SUN. ONLY	First Class EX. SUNDAY	First Class EX. SUNDAY	First Class DAILY	First Class DAILY	First Class EX. SUNDAY	First Class DAILY	First Class DAILY	First Class EX. SUNDAY		STATIONS Tel. Offices and Calls	Second Class DAILY	Second Class DAILY	Third Class EX. SUNDAY	
				Ar 10.45 AM Via N. P.	Ar 10.20 AM Via N. P.	Ar 7.55 AM	Ar 7.00 PM Via N. P.	Ar 9.40 PM Via N. P.	Ar 9.20 AM Via N. P.	Ar 7.55 AM Via N. P.	Ar 7.00 PM Via C. M. & St. P.	Ar 3.30 PM Via N. P.	162.9	Minneapolis 10.9	L 160			
Ar 11.55 PM	Ar 5.50 PM	Ar 2.30 PM	Ar 11.00 AM	Ar 10.05 AM	Ar 9.40 AM	Ar 7.55 AM	Ar 6.20 PM	Ar 9.00 PM	Ar 8.40 PM	Ar 7.15 AM	Ar 6.30 PM	Ar 2.50 PM	152.0	St. Paul U. D. C.B. & Q.R.R. 0.5 Crossing.	L 152			
11.50	* 5.45	* 2.25	10.55	10.00	* 9.35	* 7.50	* 6.15	* 8.55	* 8.35	* 7.10	* 6.25	* 2.45	151.5	Third St. Jct. 2.0		Ar 6.10 AM	Ar 6.50 PM	
* 11.45	5.40	2.20	10.50	9.55	9.30	7.45	6.10	8.50	8.30	7.04	6.20	2.40	149.5	East Seventh St. 0.5	L 150	5.55	6.38	
11.44	* 5.39	* 2.19	10.49	* 9.54	* 9.29	* 7.44	* 6.09	* 8.49	* 8.29	* 7.03	* 6.19	* 2.39	149.0	Claymont 2.0	L 149	5.53	6.33	
11.40	5.35	2.15	10.45	9.50	9.25	7.40	6.05	8.45	8.25	6.58	6.15	2.35	147.0	Gladstone W.C.R.R. 5.2 Crossing.	L 147	5.45	De 6.20	Ar 6.00
													154.1	East Minneapolis 2.8	L 154	Ar 7.55 AM		
													151.3	Belt Line R. R. Cross'g 1.5	L 152			
													149.8	Rose 1.0	L 149	7.30		
													148.8	Owasso 3.5	L 145			
													145.3	Little Canada 3.5	L 144	7.12		
11.30	* 5.25	* 2.05	10.35	* 9.40	* 9.15	* 7.30	5.55	8.35	* 8.15	* 6.43	* 6.04	* 2.24	141.8	M. & D. Jct. 0.6	L 142	6.55	5.21	5.39
* 11.28	5.23	2.03	10.33	9.38	9.13	7.28	5.53	8.33	8.13	F 6.41	* 6.02	F 2.22	141.2	Lake Shore 0.6	L 141	6.50	5.18	5.37
11.25 PM	5.20 PM	2.00 PM	10.30 AM	9.35 AM	9.10 AM	7.25 AM	De 5.50	De 8.30	De 8.10	De 6.38	6.00	2.20	140.6	White Bear M. St. P. & S. Sts. 1.0 M. R. R. Cross'g	L 141	De 6.45 AM	De 5.15	De 5.35
De	De	De	De	De	De	De	Ar 5.45	Ar 8.28	Ar 8.05	Ar 6.30	F 5.58	2.15	139.6	Bald Eagle 4.2	L 140	4.55	4.22	M 119
SAT. ONLY	EX. SUNDAY	DAILY	DAILY	SUN. ONLY	EX. SUNDAY	EX. SUNDAY	DAILY	DAILY	EX. SUNDAY	F 5.37	* 5.22	1.36	135.4	Hugo 8.4	L 135	4.42	4.10	
							5.35	8.17	7.54	F 6.18	* 5.51	2.08	127.0	Forest Lake 4.2	L 127	4.15	3.43	
							5.18	7.59	7.38	F 5.57	F 5.37	1.54	122.8	Wyoming 4.2	L 123	4.00	De 3.25	Ar 3.20
							5.10 PM	7.50 PM	7.30 AM	5.47	5.29	1.45	118.6	Stacy 7.9	L 119	3.46	3.05	M 103
							DAILY	DAILY	EX. SUNDAY	F 5.37	* 5.22	1.36	110.7	North Branch 5.1	L 111	3.20	De 2.35	Ar 2.10
											F 5.18	1.20	105.6	Harris 6.9	L 106	3.03	1.44	M 103
											F 5.05	1.10	98.7	Rush City 5.1	L 99	2.40	De 1.05	Ar 8.30
											4.47	4.51	93.6	Rock Creek 4.8	L 94	2.23	8.10	M 101
											F 4.34	* 4.43	88.8	Pine City 6.0	L 89	De 2.05	Ar 2.00	M 101
											4.22	4.36	82.8	Beroun 3.8	L 83	1.32	7.25	
											F 4.07	* 4.27	79.0	Mission Creek E.M.R.R. 3.2 Crossing	L 79		7.12	
											F 3.55	* 4.20	75.8	Hinckley	L 76	1.00 AM	7.00 AM	
											3.47 AM	4.14 PM				De	De	
											DAILY	DAILY				DAILY	EX. SUNDAY	

Registering stations—Minneapolis, East Minneapolis, St. Paul Dispatcher's Office, White Bear, Wyoming, Rush City and Hinckley.
 Passenger trains will register by card at Third St. Junction and will not be required to get clearance unless train order signal is displayed.
 Bulletin stations—St. Paul Dispatcher's Office, White Bear and Hinckley.
 Time table rules and regulations of the Minnesota Division (Joint Card) will govern all trains using their track.
 Standard clocks—St. Paul Dispatcher's Office, White Bear and Hinckley.

All trains must approach M. & D. Jct. under full control, expecting to find crossover in use.
 All west bound trains must run under full control between M. & D. Junction and Lake Shore, expecting to find a fully rated freight train running ahead.
 All east bound trains must approach crossover switch west of Seventh St. Tunnel with train under full control, expecting to find this crossover in use.
 Time table rules and regulations of C. M. & St. P. R. R. will govern all trains using their track.
 All trains will come to a full stop before crossing C. B. & Q. track at Third street Jct. and Wisconsin Central track at Gladstone.

Train No. 103 has right of track over all trains excepting No. 104.

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

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

West Bound.

THIRD DISTRICT.

East Bound.

WAY FRT No. 195 Third Class EX. SUNDAY			FAST FRT No. 191 Second Class DAILY		MIXED No. 181 Second Class EX. SUNDAY		PASSENGER No. 105 First Class DAILY			PASSENGER No. 103 First Class DAILY			PASSENGER No. 101 First Class EX. SUNDAY			Water, Coal Scale, Tables and Ways	Siding Capacity in Cars	Distance from Minne- apolis.	Time Table No. 19A June 1st, 1902 Succeeding No. 19			Distance from Duluth	Station Numbers	PASSENGER No. 102 First Class EX. SUNDAY		PASSENGER No. 104 First Class DAILY		PASSENGER No. 106 First Class DAILY		MIXED No. 182 Second Class EX. SUNDAY		FAST FRT No. 192 Second Class DAILY		WAY FRT No. 196 Third Class EX. SUNDAY				
De	Ar	AM	De	AM	De	AM	De	AM	PM	De	AM	PM	De	AM	PM				WCST	150	87.1			STATIONS Tel. Offices and Calls			Ar	AM	Ar	PM	Ar	AM	Ar	AM	Ar	AM	Ar	PM
8.00		AM	12.20						2.45	AM	4.39	PM	11.20	AM				Hinckley	HN	4.8	N	11.58	AM	4.12	PM	3.32	AM				Ar		3.30	PM				
8.20									F2.56		*4.46		11.29	F			12	Friesland	AD	4.7	D	11.47		*4.05		F3.20							11.55	PM	3.02			
Ar 8.45			12.55						3.10	M106	*4.53		11.38	M102	Y	80	96.6	Miller	MR	3.6	D	11.38	M101	*3.59		3.10	M105					11.43				2.40		
De 9.45									F3.20		*4.58		11.45				70	Finlayson	FD	5.0	D	11.30		*3.54		F2.59						11.30				2.20		
10.00									3.32		*5.06		11.55	AM	W	74	105.2	Rutledge	RD	4.0	N	11.21		*3.48		2.42						11.15				1.50		
10.37			1.32						F3.42		*5.12		12.02	PM		65	109.2	Willow River	RA	4.4	D	11.18	M195	*3.42		F2.30						11.04				1.22		
Ar 11.08			1.50						F3.53		*5.18		12.11				125	Sturgeon Lake	SG	5.9	D	11.05		*3.35		2.15	M191					10.54				12.57		
De 11.13									F4.07		*5.27		12.21	M196		91	119.5	Moose Lake	MU	4.6	D	10.53		*3.28		F1.56						10.38		De 12.21	M101			
11.37		AM	Ar 2.10						F4.18		*5.33		12.30	P193	W	85	124.1	Barnum	BR	6.0	N	10.43		*3.22		F1.40						10.27		Ar 12.07	M195			
19.07		PM	De 2.15						F4.33		*5.42		12.40				100	Mahtowa	F	4.8	D	10.30		*3.13		F1.20						11.43	AM	11.43	AM			
Ar 12.25			3.01						F		*		F				None	Atkinson		1.2				*		F												
De 12.35									*4.49		*5.50		12.52	*			66	Otter Creek	24 Dist. Cr. 6.2 E.M.R.R. Cr. 6	26.8	L 26	10.18		*3.04		*1.00						9.57				10.35		
1.37			3.16						5.05		6.00		1.03	WCST	286	142.3	Carlton	UN	1.3	N	10.05	P196	2.55	M105	12.40						De 9.40		De 10.10	M102				
Ar 2.10			3.40						F5.09		*6.02		F1.06				35	Thomson		3.1		10.02		*2.52		12.36						Ar 9.25		8.53				
De 2.55			3.45						F5.18		*6.07		F1.12				64	Howell		4.9		F9.55		*2.47		12.27						9.03		8.35				
2.58			3.58						F5.32		*6.16		F1.21				80	Short Line Park	BN	3.4	D	F9.43		*2.38		12.08	AM					8.45		8.08				
3.17			4.20						F5.42		*6.22		F1.30				35	Smithville		2.1		F9.34		*2.31		11.54	PM					8.25		7.48				
3.40			4.35						6.10	AM	6.40	PM	1.50	PM				West End Jct.	Jc	0.3	N	*9.28		*2.27		11.45						See Page 6		8.15		7.37		
3.52			4.43			De 11.35	AM		5.50		*6.25		*1.34					West Superior Jct.	To West End 0.6 To 59th Ave. 0.7	5.8	L 6	*9.27		*2.26		11.43						9.30						
4.08			4.45			11.37			5.53		6.28		*1.37					59th Avenue	ND	3.0	N	9.26		2.24		11.40												
4.10									6.10	AM	6.40	PM	1.50	PM				West Superior	WR Passenger Station N		WB 67	9.15	AM	2.10	PM	11.25	PM											
4.16			4.50			11.39			Ar		Ar		Ar					West End		0.7		De		De		De						9.27		8.05		7.32		
4.20			4.53			11.41												West Duluth	WU	0.5	D											9.26		8.00		7.28		
4.25			4.55			11.45												Oneota		1.8												9.24		7.58		7.25		
4.40			6.00			11.50												D. M. & N. Jct.		0.6												9.19		7.49		7.14		
4.50		PM	6.20			11.55			De		*3.30	PM	*3.31					20th Avenue	23 Dist. Jct. 0.4	1.9	L 2											9.18		7.45	PM	7.10	AM	
Ar			Ar			11.56	AM		*3.32									Rice's Point	RH	0.9	D											9.08		DAILY		EX. SUNDAY		
EX. SUNDAY			DAILY			EX. SUNDAY			Ar		3.35	PM	6.30	AM	7.00	PM	2.10	PM	Duluth	DU	0.0	N	9.00	AM	1.55	PM	11.10	PM	7.40	AM	9.05	AM						
									Ar		Ar		Ar		Ar								De		De		De											

Registering stations—Hinckley, Carlton, West End Junction, West Superior, Rice's Point and Duluth.
 Bulletin stations—Hinckley, Carlton, Rice's Point Yard and Duluth Union Depot.
 Standard clocks—Hinckley, Carlton, Rice's Point and Chief Dispatcher's Office, 2nd District, Duluth.

Junction and crossover switches at Rice's Point and West Superior Junction will be kept set for east bound passenger trains scheduled to run via West Superior.
 All engines with or without trains will come to a full stop for draw span between 59th Ave. and West Superior, as per book of rules.

Train No. 101 has right of track over No. 102 West Superior Junc. to West Superior.
 Train No. 103 has right of track over all trains excepting No. 104.
 Train No. 103 has right of track over No. 104 West Superior Junc. to West Superior.

No. 102 will take siding for No. 101 and No. 106 for No. 105. On Sundays No. 103 will stop, on Flag, at Rutledge, Willow River and Barnum, and 104 at Barnum and Willow River.
 Interlocking switches and signals are located at Hinckley, Carlton, West End Jct., D. M. & N. Jct., Stowell and Belt Line Crossing.

West Bound.

STILLWATER BRANCH.

East Bound.

Table for Stillwater Branch showing train schedules for West and East Bound. Columns include train numbers (e.g., No. 161, 139, 137, 135, 133, 131, 125, 123, 119, 117, 115, 114, 116, 118, 122, 124, 130, 132, 134, 136, 138, 140, 162), departure/arrival times, and station names (White Bear, White Bear Beach, Dellwood, Peninsular, Mahtomedi, Duluth Jct., Summit, Stillwater).

Registering stations—White Bear and Stillwater, also Mahtomedi for trains terminating there. No. 134 will not carry passengers. Passenger trains will wait at White Bear for connections. 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. 169, 111, 109, 107, 108, 110, 112, 168), departure/arrival times, and station names (Wyoming, Chicago City, Russell Beach, Lindstrom, Centre City, Shafers, Franconia, Pass. Depot, Taylors Falls).

Registering stations—Wyoming and Taylors Falls. No. 169 has right over No. 110. No. 111 has right over No. 112.

West Bound.

GRANTSBURG BRANCH.

East Bound.

Table for Grantsburg Branch showing train schedules for West and East Bound. Columns include train numbers (No. 167, 168), departure/arrival times, and station names (Rush City, Martin's Spur, St. Croix River, Benson, Grantsburg).

Registering stations—Rush City and Grantsburg. No. 167 has right over No. 168. Branch Trains will protect themselves by flag against Main Line Trains at East "Y" at Rush City.

West Bound.

CLOQUET BRANCH.

East Bound.

Table for Cloquet Branch showing train schedules for West and East Bound. Columns include train numbers (No. 179, 177, 175, 173, 171, 172, 174, 176, 178, 180), departure/arrival times, and station names (Carlton, Scanlon, Cloquet).

Registering stations—Carlton and Cloquet. Bulletin station and standard clock—Carlton. SPECIAL RULE.—No. 175 has right over No. 172. Interlocking switch and signal—Carlton. No. 173 has right over 176. No. 177 has right over No. 178. No. 171 has right over No. 174. No. 178 has right over No. 171.

West Bound.

OLD LINE—FOND DU LAC TO WEST END JCT.

East Bound.

Table for Fond du Lac to West End Jct. showing train schedules for West and East Bound. Columns include train numbers (No. 181, 182), departure/arrival times, and station names (Fond du Lac, New Duluth, Spirit Lake, West End Jct.).

Registering stations—Fond du Lac and West End Junction. Interlocking plant—West End Junction.

SPECIAL INSTRUCTIONS.

DOUBLE TRACK RULES.

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

All east-bound trains on double track will take the right-hand track when moving east, and all west-bound trains on double track will take the right-hand track when moving west.

These tracks will be used in no other way except by special orders.

Special or extra trains or work train extras starting from Union Depot or Third Street Junction, St. Paul, for White Bear or intermediate points, and special or extra trains or work train extras starting from White Bear for St. Paul or intermediate points, moving on double track in accordance with transportation Rule 313, will not require telegraphic running orders.

Work train extras using double track between Third Street Junction and White Bear, when starting from Third Street Junction or White Bear, will not require working orders, but will keep superintendent advised of their movements, and report when laid up. Work train extras using double track in this manner will protect themselves at all times, and will not be advised of special trains, extra trains or other work train extras.

This rule does not in any way affect the rules in regard to train order signals and clearance cards.

Work train extras using double track will protect themselves at all times, whether working under telegraphic orders or not.

SPECIAL RULES.

Rule No. 1. East-bound freight trains must use fifteen (15) minutes in running from Claymont yard to Third Street Junction.

Speed of freight trains through Seventh Street Tunnel and between tunnel and Third Street Junction must not exceed five miles per hour.

All east-bound freight trains will come to full stop at Third Street Junction before crossing over into freight yard.

Rule No. 2. Tunnel at East Seventh street, and overhead bridge at Omaha crossing, St. Paul yard, will not clear man on side of car.

Rule No. 3. East-bound freight trains meeting passenger trains at Smithville or Short Line Park, will not let off their brakes or start their train until train met has cleared west switch.

Rule No. 4. Special trains may pass and run ahead of any train which they overtake without orders excepting No. 103 and No. 104. Conductors of trains overtaken by special trains will allow such trains to pass with the least possible delay.

Second and third class trains and extra trains may run ahead of delayed first class trains and their sections between White Bear and M. & D. Junction without orders.

Third class trains and extra trains may run ahead of delayed second class trains and their sections between White Bear and Third Street Junction, and between Duluth and West End Junction without orders.

Second class trains may run ahead of delayed first class trains and their sections between Duluth and West End Junction without orders.

Rule No. 5. Extra trains may run ahead of third class trains and their sections without orders.

Rule No. 6. Freight trains going west will cross over to passing track at Lake Shore and use this track to White Bear.

Rule No. 7. Nos. 193, 194, 195 and 196 (3d Dist.), Nos. 55 and 56 (1st Dist.), No. 57 Aitkin to Brainerd and No. 54 Staples to Aitkin will carry passengers with proper transportation accompanied by freight train permit.

Rule No. 8. West-bound freight trains must not leave Carlton or Short Line Park until ten (10) minutes after the departure of another train running in same direction.

Rule No. 9. 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. 10. Retainers must be used on grade between Pine Grove and South Superior, Carlton and West End 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.

COMMERCIAL SPURS.

MAIN LINE-First Dist.	MAIN LINE-Third Dist.	MINNEAPOLIS BRANCH.	MILLER QUARRY BRANCH.
Distance from Ashland.	Distance from Duluth.	Distance From White Bear.	Distance from Miller.
Phillipps Spur 32.0 Miles	Sauntry & Cain's 27.5 Miles	Dodge Siding 3.7 Miles	Government Road Siding 3.0 Miles
Horners Spur 33.1 "	Fox & Wisdom's Mill 44.4 "		Quarry 6.0 "
Bell's Spur 40.0 "	Cain's Wood Spur 56.9 "	TAYLORS FALLS BRANCH.	STILLWATER BRANCH.
Larsons Spur 44.2 "	Sandstone Spur 68.8 "	Distance from Wyoming.	Distance from White Bear.
	Brick Yard " 100.7 "	Anderson's Wood Spur 8.6 Miles	St. Paul Ice Co. Spur 0.7 Miles
	Garen 130.7 "	Peterson's " " 15.9 "	People's " " " 2.5 "
MAIN LINE-Second Dist.	GRANTSBURG BRANCH.		
Distance from Duluth.	Distance From Rush City.		
Clear Creek 21.8 Miles	Rungren's Spur 8.0 Miles		
	Lind's " 10.5 "		
	Anderson's " 15.0 "		

AUTHORIZED SURGEONS--LAKE SUPERIOR DIVISION.

LOCATION OF STRETCHERS (S).

<p>DR. W. COURTNEY, Chief Surgeon, Brainerd Hospital. DR. S. W. MOWERS, Asst. Surgeon, Brainerd Hospital (s). DR. G. R. METCALF, 110 West Fourth St., St. Paul. DR. E. L. MANN, Endicott Building, St. Paul. DR. C. L. GREENE, Lowry Building, St. Paul. DR. J. A. QUINN, 326 Wabasha St., St. Paul. DR. A. W. WHITNEY, Office 936 Payne Ave., Residence 660 Case St. 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). " Mississippi St. (s).</p>	<p>St. Paul, Como Shops (s). DR. F. A. DUNSMOOR, Andrus Bldg., Minneapolis. DR. A. A. LAW, Andrus Bldg., Minneapolis. DR. O. S. CHAPMAN, 1123 4th Ave. So., Minneapolis. E. Minneapolis (s). Minneapolis, Car Foreman's Office (s). Gladstone Shops (s). DR. C. L. CLARK, White Bear Lake (s). DR. B. J. MERRILL, Stillwater. Wyoming (s) DR. P. J. BYORNEBY, Lindstrom. DR. A. J. STOWE, Rush City (s). DR. P. BAKKE, Grantsburg, Wis. DR. E. L. STEPHAN, Hinckley (s)</p>	<p>DR. E. A. RILEY, Willow River, Minn. DR. L. A. SUKEFORTH, Carlton, Minn. DR. A. E. JOHNSON, Cloquet. DR. J. C. ADAMS, West Superior. Old Superior Freight Station (s). DR. W. H. MAGIE, Duluth. DR. A. J. BRADEN, Duluth, Minn. DR. C. E. LUM, Oculist and Aurist, Duluth, Minn. Duluth yard office at Rice's Point (s). West Duluth, 59th Ave. (s). DR. M. S. HOSMER, Ashland, Wis. (s). DR. J. A. PATERSON, Iron River. DR. C. GRAYES, Aitkin, Minn. DR. W. G. CAMERON, Staples (s).</p>
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NOTE.

Surgeons will attend, when called upon officially, to all cases of *accident* occurring to employes or passengers. In cases of *sickness* it is the intention to limit medical service to the locality or town where a surgeon resides, unless some urgent necessity exists, for which distinct official authority must be had in accordance with established regulations.

Railway Officials are required to call on the nearest authorized surgeons whenever practicable, when surgical or medical services are needed. When such are accessible, the Association will not be responsible for bills for medical services rendered by any other physician. In the event of a sudden

emergency, arising from accident, if necessary proper surgical aid should be procured until the arrival of a regularly appointed surgeon, when the case should be placed in his charge, and in no case should the service of any but an authorized company surgeon be continued at the expense of the Railway Company or of the Association after such surgeon is able to assume charge of the case.

Boarding and Nursing are furnished *only at our own hospitals*. We are not responsible for bills incurred elsewhere unless specially authorized or approved by the Chief Surgeon, and then only in critical cases of injury or illness occurring in the discharge of duty.

V. L. BEAN,
Train Master.

F. E. POTTER,
Chief Dispatcher, 1st & 2d Dist. Duluth.

OSCAR DAVIDSON,
Chief Dispatcher, 3d Dist. St. Paul.

NORTHERN PACIFIC RAILWAY COMPANY.

WASHBURN BRANCH—LAKE SUPERIOR DIVISION.

Supplement to No. 19A.

TIME TABLE

Supplement to No. 19A.

To Take Effect 7.00 A. M. July 1st, 1902.

(CENTRAL OR 90th MERIDIAN TIME.)

West Bound.

East Bound.

MIXED No. 75		PASSENG'R No. 73		Water, Coal Scales, Tables and Wyes	Station Numbers	Distance from Washburn	TIME TABLE Supplement to No. 19A July 1st, 1902 Succeeding W. B. & I. R. Time Table.	Distance from Iron River	Capacity of Side Tracks	PASSENG'R No. 74		MIXED No. 76	
Second Cl'ss		First Class								First Class		Second Cl'ss	
EX. SUNDAY	EX. SUNDAY	EX. SUNDAY	EX. SUNDAY							EX. SUNDAY	EX. SUNDAY	EX. SUNDAY	EX. SUNDAY
De 7.00 AM		De 3.05 PM		W	WD 34	0.0	Washburn 3.5	34.0		Ar 11.50 AM		Ar 8.05 PM	
F 7.15		F 3.20			WD 31	3.5	Engoe 5.2	30.5		F 11.35		F 7.50	
7.33		3.31			WD 25	8.7	Grand Crossing 1.3	25.3		11.24		7.32	
F 7.38		F 3.35			WD 24	10.0	Enderline 4.2	24.0		F 11.20		F 7.27	
F 7.51		F 3.48			WD 20	14.2	Head Quarters 1.3	19.8		F 11.07		F 7.14	
7.56		3.52			WD 19	15.5	Bayfield Jct. 4.5	18.5		11.03		7.09	
8.13		4.06			WD 14	20.0	Benton 4.0	14.0		10.49		6.52	
F 8.28		F 4.18			WD 10	24.0	Greenwood 5.8	10.0		F 10.37		F 6.37	
8.48		4.36			WD 4	29.8	Port Wing Jct. 4.2	4.2		10.20		6.17	
Ar 9.00 AM		Ar 4.50 PM		W	28	34.0	Iron River	0.0		De 10.05 AM		De 6.05 PM	
EX. SUNDAY		EX. SUNDAY								EX. SUNDAY		EX. SUNDAY	

Registering stations—Iron River and Washburn.
Bulletin station—Iron River.

No. 75 has right over No. 74.