

NORTHERN PACIFIC RAILWAY COMPANY.

LAKE SUPERIOR DIVISION.

No.20A TIME TABLE No.20A

TO TAKE EFFECT AT 12:00 NOON.

(CENTRAL OR 90th MERIDIAN TIME.)

SUNDAY, OCTOBER 19th, 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.

E. J. PEARSON,
Asst. Gen'l Superintendent.

G. W. VANDERSLICE,
Superintendent.

T. J. DeLAMERE,
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, Scalps, Tables and Wyes	Station Numbers	Distance from Ashland	TIME TABLE No. 20A October 19th, 1902 Succeeding No. 20	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			First Class	First Class	Sec'd Class	Th'd Class				
EX. SUNDAY	DAILY	EX. SUNDAY	DAILY	W C	0	0.0	Tel. Offices and Calls			DAILY	EX. SUNDAY	DAILY	EX. SUNDAY				
De 7.00 AM	De 12.30 AM	De 4.10 PM	De 8.20 AM	T	0	0.0	Ashland	75.5	300	Ar 7.00 PM	Ar 11.00 AM	Ar 10.50 AM	Ar 3.55 PM				
7.20	12.41	4.19	8.29		5	4.5	FC 4.5 N	71.0		6.48	10.48	10.35	3.25				
7.45	12.57	F 4.28	F 8.42		10	10.1	C. St. P. M. & O. Junc. 5.6	65.4	30	F 6.36	10.36	10.17	3.00				
8.05	1.15	F 4.41	F 8.53	W	16	16.2	6.1	59.3	39	F 6.24	10.23	9.59	2.35				
8.35	1.32	F 4.55	F 9.10		18	18.2	Spider Lake 5.4	57.3	Spur	F	F						
Ar 9.00 PM	2.00	5.02	9.20	Y	28	28.3	Iron River 4.0 N	47.2	100	5.59	9.56	De 9.20 AM	De 1.30 PM				
De 10.30 AM	2.17	5.10	9.30	W	32	32.3	Muskeg 2.6	43.2	37	5.49	9.46	Ar 9.15 AM	Ar 1.00 PM				
11.05	2.26	F 5.14	F 9.34		35	34.9	Pearson 1.3	40.6	15	F 5.42	F 9.40	3.34	12.35				
11.20 AM	2.32	5.17	9.37	M 4	36	36.2	Brule 5.0 D	39.3	59	5.39	9.37	M 1	8.30				
12.01 PM	2.55	5.29	9.48		41	41.2	Blueberry 2.7 D	34.3	37	5.29	M 3	9.24	8.11				
12.20	3.06	5.34	9.53		44	43.9	Maple 1.5	31.6	22	5.22		9.18	8.02				
12.28	3.12	F 5.38	F 9.57		45	45.4	Blanchard 2.6	30.1	35	F 5.16	F 9.13	7.57	11.28				
12.40	3.23	5.43	10.02	W	48	48.0	Poplar 2.1 D	27.5	30	5.09	9.07	7.47	11.10				
12.50	3.30	F 5.48	F 10.07		50	50.1	Wentworth 3.2	25.4	32	F 5.01	F 8.59	7.40	10.50				
1.15	3.49	F 6.03	F 10.20	M 56	53	53.3	Amnicon 3.2	22.2	Spur								
Ar 1.40 PM	4.10	* 6.18	* 10.35	W C	57	56.5	Cutter 4.8	19.0	36	F 4.49	F 8.48	7.14	De 10.20 AM				
De 2.00	4.12	6.19	10.37	S Y	61	61.3	Saunders 1.6	14.2	81				Ar 10.15 AM				
2.02				Y	63 1/2	63.3	Sup'r Frt. Stat'n 0.4 D	12.6	500	* 4.36	* 8.36	6.50	De 9.40 AM				
Ar 2.20 PM	Ar 4.35 AM	Ar 6.29 PM	Ar 10.48 AM	W Y	67	67.2	Sup'r Pas. Stat'n 3.9 D	12.2	39	4.35	8.35	6.48	Ar 9.05 AM				
EX. SUNDAY	DAILY						So. Superior 8.3 N	8.3	800	De 4.25 PM	De 8.25 AM	De 6.30 AM	De 8.50 AM				
												DAILY	EX. SUN C 4				

West Bound.				WASHBURN BRANCH.										East Bound.			
MIXED No. 573	PASSENG'R No. 571	Water, Coal, Scalps, Tables and Wyes	Station Numbers	Distance from Washburn	TIME TABLE No. 20A October 19th, 1902 Succeeding No. 20	Distance from Iron River	Capacity of Side Tracks	PASSENG'R No. 572	MIXED No. 574								
Second Cl'ss	First Class				STATIONS			First Class	Second Cl'ss								
EX. SUNDAY	EX. SUNDAY	W	WD	0.0	Tel. Offices and Calls			EX. SUNDAY	EX. SUNDAY								
De 3.05 PM	De 7.30 AM	W	WD	0.0	Washburn	34.0	500	Ar 7.35 PM	Ar 12.05 PM								
F 3.20	F 7.42		WD	3.5	Engoe	30.5		F 7.23	F 11.50 AM								
3.35	7.54		WD	8.7	Grand Crossing	25.3		7.11	11.35								
F 3.39	F 7.58		WD	10.0	Enderline	24.0	28	F 7.07	F 11.30								
F 3.51	F 8.10		WD	14.2	Headquarters	19.8	Spur	F 6.55	F 11.15								
3.55	8.14	Y	WD	15.5	Bayfield Jct.	18.5	20	6.51	11.10								
4.13	8.26	W	WD	20.0	Benton	14.0	45	6.39	10.53								
F 4.25	F 8.37		WD	24.0	Greenwood	10.0	30	F 6.28	F 10.38								
4.40	8.50	Y	WD	29.8	Port Wing Jct.	4.2	39	6.15	10.20								
Ar 4.55 PM	Ar 9.00 AM	W Y	WD	34.0	Iron River	0.0	49	De 6.05 PM	De 10.05 AM								
EX. SUNDAY	EX. SUNDAY							EX. SUNDAY	EX. SUNDAY								

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,
 Ashland Lumber Co. railroad, 780 feet east of Benton,
 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.

SEE DULUTH AND SUPERIOR SHORT LINE TIME TABLE

Ar 6.55 PM	Ar 11.15 AM	WCS TY	WB71	75.5	Duluth	0.0	700	De 4.00 PM	De 8.00 AM
EX. SUNDAY	DAILY				DU	N		DAILY	EX. SUNDAY

Registering and bulletin stations—Ashland, South 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. tracks at Superior, and C. St. P. M. & O. Junction, and will be governed by interlocking signals at North-western 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.
 First Dist. No. 2 will wait at South Superior for Second Dist. No. 12.
 Junction switch at South 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.

WAY FREIGHT No. 59	WAY FREIGHT No. 57	FREIGHT No. 53	PASSENGER No. 13	PASSENGER No. 11	PASSENGER No. 5	Water, Coal, Stacks, Trunks and Wagon	Station Numbers	Distance from Duluth	TIME TABLE No. 20A October 19th, 1902 Succeeding No. 20	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	147.5	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				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		77	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	170	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	120	3.26 P 58	6.31	3.24	De 3.36 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	80	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 10.07 M58	F 9.57 P 53	F 10.54		120	61.1	Tamarack 4.9	86.4	80	F 2.44	F 5.47	2.05	1.23					
10.25	10.19	F 10.06	F 11.02		125	66.0	Grayling 4.2	81.5	80	F 2.35	F 5.37	1.60	1.03					
Ar 10.45 De 11.20 M58	Ar 10.30 De 10.50 M58	10.15	11.10 P 57	WC	129	70.2	McGregor 4.8 N	77.3	190	2.28	5.29	De 1.35 Ar 1.10	De 12.40 Ar 12.05 P M					
11.42 M58	11.06	F 10.25	F 11.19		133	75.0	Portage 4.1	72.5	80	2.20	5.20	12.54	11.42 A M M57					
11.59 AM	11.21	10.34	11.27 M58		138	79.1	Kimberly 5.8 D	68.4	58	2.13	5.13	12.40	De 11.27 Ar 11.22 M11					
12.20 PM	11.40	F 10.46	F 11.37		144	84.9	Rosburg 6.1	62.6	85	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	85	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	85	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	B	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	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	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	Pillager 5.0 D	15.9	57	F 12.23	F 12.34	F 3.31	8.17	8.30				
7.36	Ar 3.18 De 3.23 M14	F 12.40	F 1.16	F 1.57		196	Wheelock 3.7	10.9	72	F 12.15	F 12.25	F 3.23 M53	8.03	8.13				
7.53 M54	3.42	12.47	1.23	2.03	W	199	Motley 4.2 N	7.2	118	12.08	12.18	3.17	7.53 M59	8.00				
8.12	4.01	F 12.55	F 1.30	F 2.10		203	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 T	207	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 and 8 of Minnesota Division.
 No. 12 will wait at Staples for No. 4 and at Brainerd for Nos. 5 and 6 of Minnesota Division.
 No. 11 will wait at Carlton for branch No. 472.
 Junction switch at South Superior must be left set and locked for the second district.

THIRD DISTRICT.

HINCKLEY TO MINNEAPOLIS.
(Via St. Paul.)

East Bound.

PASSENGER No. 118 First Class SUN. ONLY		PASSENGER No. 114 First Class EX. SUNDAY		PASSENGER No. 112 First Class SUN. ONLY		PASSENGER No. 102 First Class EX. SUNDAY		PASSENGER No. 106 First Class DAILY		PASSENGER No. 104 First Class DAILY		PASSENGER No. 102 First Class EX. SUNDAY		Distance from Duluth	Time Table No. 20A October 19th, 1902 Succeeding No. 20		Station Numbers	MIXED No. 180 Second Class DAILY		FAST FR'T No. 172 Second Class DAILY		WAY FR'T No. 174 Third Class EX. SUNDAY	
Ar	De	Ar	De	Ar	De	Ar	De	Ar	De	Ar	De	Ar	De		Time	Direction		Time	Direction	Time	Direction	Time	Direction
				Ar 7.00 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	L							
Ar 10.00 AM	De	Ar 7.55 AM	De	Ar 6.20 PM	De	Ar 8.40 AM	De	Ar 7.15 AM	De	Ar 6.30 PM	De	Ar 2.50 PM		152.0	St. Paul U. D. C.B. & Q. R.R. 0.5 Crossing.	L							
*9.55		*7.50		*6.15		*8.35		*7.10		*6.25		*2.45		151.5	Third St. Jct.	N			Ar 6.10 AM		Ar 7.00 PM		
9.50		7.45		6.10		8.30		7.04		*6.20		2.40		149.5	East Seventh St.	D			5.55		6.45		
*9.49		*7.44		*6.09		*8.29		*7.03		*6.19		*2.39		149.0	Claymont				5.53		6.43		
9.45		7.40		6.05		8.25		6.58		*6.15		2.35		147.0	Gladstone W.C.R.R. 5.2 Crossing.	D			5.45		6.35		
														154.1	East Minneapolis	N	Ar 7.55 AM						
														151.3	Belt Line R.R. Cross'g								
														149.8	Rose		7.30						
														148.8	Owasso								
														145.3	Little Canada		7.12						
														141.8	M. & D. Jct.		6.55	5.21		6.15			
*9.35		*7.30		*5.55		*8.15		*6.43		*6.04		*2.24		141.2	Lake Shore		6.50	5.18		6.13			
9.33		7.28		5.53		8.13		6.41		*6.02		2.22		140.6	White Bear	N	De 6.45 AM	De 5.15		De 6.10 PM			
9.30 AM	De	7.25 AM	De	De 5.50	De	De 8.10	De	De 6.38	De	6.00		2.20		139.6	Bald Eagle	D		Ar 5.00		Ar 5.10 PM			
SUN. ONLY		EX. SUNDAY		5.39		8.02		6.27		F 5.58		2.15		135.4	Hugo	D		4.55		5.05			
				5.32		7.54		6.18		*5.51		2.08		127.0	Forest Lake	D			4.42		4.48		
				5.18		7.38		5.57		5.37		1.54		122.8	Wyoming	N			4.15		4.10		
				5.10 PM	De	7.30 AM	De	5.47		5.29		1.45		118.6	Stacy	D		3.46		De 3.31 PM			
				SUN. ONLY		EX. SUNDAY		F 5.37		*5.22		1.36		110.7	North Branch	D		3.20		De 2.50 PM			
								F 5.18		F 5.10		1.20		105.6	Harris	D		3.03		Ar 2.10			
								F 5.05		6.01		1.10		98.7	Rush City	N		2.40		De 1.07 PM			
								4.47		4.51		12.57		93.6	Rock Creek	D		2.23		Ar 8.30 AM			
								F 4.34		*4.43		12.44		88.8	Pine City	N		De 2.05		7.50			
								4.22		4.36		12.32		82.8	Beroun	D		Ar 2.00		1.32			
								F 4.07		*4.27		12.17		79.0	Mission Creek	D				7.25			
								F 3.55		*4.20		12.08 PM		75.8	Hinckley	N		1.00 AM		7.12			
								3.47 AM	De	4.14 PM		11.59 AM						De		7.00 AM			
								DAILY		DAILY		EX. SUNDAY						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 and White Bear.

Standard clocks—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.

Time table rules and regulations of C. M. & St. P. R. R. 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.

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. 175 Third Class EX. SUNDAY	FAST FRT No. 171 Second Class DAILY	MIXED No. 189 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, Sealer, Tables and Wye	Siding Capacity	Distance from Duluth	Time Table No. 201 October 10th, 1902 Succeeding No. 39	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. 188 Second Class EX. SUNDAY	FAST FRT No. 172 Second Class DAILY	WAY FRT No. 176 Third Class EX. SUNDAY	
De 8.00 AM	De 12.20 M172		De 2.45 AM	De 4.39 PM	De 11.20 AM	WCST	150	87.1	Hinckley 4.8 N	75.8	L 76	Ar 11.58 AM	Ar 4.12 PM	Ar 3.32 AM		Ar 12.15 M171	Ar 3.30 PM	
8.20	12.38		F 2.56	* 4.46	11.29		110	91.9	Friesland 4.7 D	71.0	L 71	11.47	* 4.05	F 3.20		11.55 PM	3.02	
Ar 8.45 De 9.45	12.55		F 3.10 M106	* 4.53	11.38 M102	Y	80	96.6	Miller 3.6 D	66.3	L 66	11.38 M101	* 3.59	3.10 M105		11.43	2.40	
10.00	1.10		F 3.20	* 4.58	11.45		70	100.2	Finlayson 5.0 D	62.7	L 62	11.30	* 3.54	F 2.59		11.30	2.20	
10.37	1.32		3.32	* 5.06	11.55 AM	W	74	105.2	Rutledge 4.0 N	57.7	L 58	11.21	* 3.48	2.42		11.15	1.50	
Ar 11.08 De 11.13 M102	1.50		F 3.42	* 5.12	12.02 PM		110	109.2	Willow River 4.4 D	53.7	L 54	11.13 M115	* 3.42	F 2.30		11.04	1.22	
11.37 AM	Ar 2.10 De 2.15 M106		F 3.53	* 5.18	12.11		170	113.6	Sturgeon Lake 5.9 D	49.3	L 49	11.05	* 3.35	2.15 M111		10.54	12.57	
12.07 PM M176	2.30		F 4.07	* 5.27	12.21 M116		91	119.5	Moose Lake 4.6 D	43.4	L 43	10.53	* 3.28	F 1.56		10.38	De 12.21 M101 Ar 12.07 M175	
Ar 12.25 De 12.40 M101	2.44		F 4.18	* 5.33	12.30 P113	W	85	124.1	Barnum 6.0 N	38.8	L 39	10.43	* 3.22	F 1.40		10.27	11.43 AM	
1.09	3.01		F 4.33	* 5.42	12.40		120	130.1	Mahtowa 4.8 D	32.8	L 33	10.30	* 3.13	F 1.20		10.12	11.10	
			F	*	F		Spur 4	134.9	Atkinson 1.2	28.0	L 28	F	*	F				
1.37	3.16		* 4.49	* 5.50	12.52		66	136.1	Otter Creek 24 Dist. Gr. 6.3 E.M.R.R. Crg	26.8	L 26	10.18	* 3.04	* 1.00		9.57	10.35	
Ar 2.10 De 2.55 M104	Ar 3.35 De 3.40		5.05	6.00	1.03	WCST	286	142.3	Carlton 1.3 N	20.6	L 21	10.05 P116	2.55 M175	12.40		De 9.40 Ar 9.25	De 10.15 Ar 9.00 M102	
2.58	3.45		F 5.09	* 6.02	F 1.06		35	143.6	Thomson 3.1	19.3	L 19	10.02	* 2.52	12.36		9.18	8.53	
3.17	3.58		F 5.18	* 6.07	F 1.12		64	146.7	Howell 4.9	16.2	L 16	F 9.55	* 2.47	12.27		9.03	8.35	
3.40	4.20		F 5.32	* 6.16	F 1.21		80	151.6	Short Line Park 3.4 D	11.3	L 11	F 9.43	* 2.38	12.08 AM		8.45	8.08	
3.52	4.35		F 5.42	* 6.22	F 1.30		35	155.0	Smithville 2.4	7.9	L 8	F 9.34	* 2.31	11.54 PM		8.25	7.48	
4.10	4.45	11.37 AM De	* 5.53	* 6.28	* 1.37			157.4	West Superior Jct. Jc	5.5	L 5	* 9.27	* 2.26	11.43		8.12	7.35	
			5.55	6.30	1.30				59th Avenue ND 3.0 N			9.26	2.24	11.40				
			6.10 AM	6.40 PM	1.50 PM	Y			West Superior WR Passenger Station N		WB 67	9.15 AM	2.10 PM	11.25 PM				
4.20	4.53	11.41	PASSENGER No. 153 First Class EX. SUNDAY			See Duluth and Superior Short Line Time Table			158.7	West Duluth WU 0.5 D	4.2	L 04	PASSENGER No. 152 First Class EX. SUNDAY			9.26	8.00	7.28
4.25	4.55	11.45	PASSENGER No. 151 First Class EX. SUNDAY			See Duluth and Superior Short Line Time Table			159.2	Oneota 1.8	3.7	L 4	PASSENGER No. 154 First Class EX. SUNDAY			9.24	7.58	7.25
4.40	5.00	11.50	De * 3.35 PM	De * 10.10 AM		See Duluth and Superior Short Line Time Table			161.0	D. M. & N. Jct. 0.6	1.9	L 02	Ar * 7.45 AM	Ar * 4.00 PM	9.19	7.49	7.14	
4.50 PM	5.20 AM	11.55	* 3.36	*		See Duluth and Superior Short Line Time Table			161.6	20th Avenue 24 Dist. Jct. 0.4	1.3	L 2	* 7.44	* 3.59	9.18	7.45 PM	7.10 AM	
Ar	Ar	11.56 AM	* 3.37	*		See Duluth and Superior Short Line Time Table			162.0	Rice's Point RH 0.9 D	0.9	L 1	* 7.43	* 3.58	9.08	De	De	
EX. SUNDAY	DAILY	EX. SUNDAY				See Duluth and Superior Short Line Time Table			162.9	Duluth DU	0.0	WB 71	9.00 AM	1.55 PM	11.10 PM	7.40 AM	3.55 PM	
		EX. SUNDAY	3.40 PM	10.15 AM	6.30 AM	7.00 PM	2.10 PM					De	De	De	De	De	De	

Registering stations—Hinckley, Carlton, West Superior Jct., West Superior, 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, 2nd District, Duluth.

Junction switch at West Superior Junction will be kept set for the West Superior line.
 Double track switch at West Superior Junction will be kept set for the west bound track.
 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, D. M. & N. Jct., and Belt Line Crossing.

West Bound.

STILLWATER BRANCH.

East Bound.

Table for Stillwater Branch showing train schedules for Mixed (Nos. 155, 123, 119, 117, 116, 120, 124, 126, 156) and Passenger trains. Includes columns for station names (White Bear, White Bear Beach, Dellwood, Peninsular, Mahtomedi, Duluth Jct., Summit, Stillwater), distances, and arrival/departure times.

Registering stations—White Bear and Stillwater.

Bulletin station and standard clock—White Bear. All trains will come to a full stop for Wisconsin Central Crossing.

Passenger trains will wait at White Bear for connections. No. 155 has right over No. 116.

West Bound.

TAYLORS FALLS BRANCH.

East Bound.

Table for Taylors Falls Branch showing train schedules for Mixed (Nos. 269, 268) and Passenger (No. 108) trains. Includes columns for station names (Wyoming, Chicago City, Russell Beach, Lindstrom, Centre City, Shafers, Franconia, Pass. Depot, Taylors Falls), distances, and arrival/departure times.

Registering stations—Wyoming and Taylors Falls.

No. 269 has right over No. 268.

West Bound.

GRANTSBURG BRANCH.

East Bound.

Table for Grantsburg Branch showing train schedules for Mixed (No. 367) and Passenger (No. 368) trains. Includes columns for station names (Rush City, Martin's Spur, St. Croix River, Benson, Grantsburg), distances, and arrival/departure times.

Registering stations—Rush City and Grantsburg.

No. 367 has right over No. 368. 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 Mixed (Nos. 479, 477, 475, 478, 480) and Passenger (Nos. 473, 471, 476, 472, 474) trains. Includes columns for station names (Carlton, Scanlon, Cloquet), distances, and arrival/departure times.

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.

OLD LINE—FOND DU LAC TO WEST SUPERIOR JCT.

East Bound.

Table for Fond du Lac to West Superior Junction showing train schedules for Mixed (Nos. 189, 188) and Passenger (No. 189) trains. Includes columns for station names (Fond du Lac, New Duluth, Spirit Lake, West Superior Jct.), distances, and arrival/departure times.

Registering stations—Fond du Lac and West Superior Junction.

SPECIAL INSTRUCTIONS.

DOUBLE TRACK RULES.

Double track extends from double track switch at Third Street Junction to White Bear, and from West Superior 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 Superior Junction without orders.

Second class trains may run ahead of delayed first class trains and their sections between Duluth and West Superior 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. 173, 174, 175 and 176 (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. 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. 9. Retainers must be used on grade between Pine Grove and South Superior, Carlton and West Superior 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. 10. All trains must receive a clearance at registering stations as per paragraph "D," Rule No. 308, Book of Rules.

Rule 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;
 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 loading spur, Mission Creek;
 East end loading spur, Friesland;
 East end of Sauntry-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.

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 "		
Larsons Spur 44.2 "	Sandstone Spur 68.8 "		
	Brick Yard " 100.7 "		
WASHBURN BRANCH.	Garen 130.7 "		
Distance from Washburn.		TAYLORS FALLS BRANCH.	STILLWATER BRANCH.
Smith's Spur 8.0 Miles		Distance from Wyoming.	Distance from White Bear.
MAIN LINE-Second Dist.	GRANTSBURG BRANCH.	Anderson's Wood Spur 8.6 Miles	St. Paul Ice Co. Spur 0.7 Miles
Distance from Duluth.	Distance From Rush City.	Peterson's " " 15.9 "	People's " " " 2.5 "
Clear Creek 21.8 Miles	Rungren's Spur 8.0 Miles		
Grass Twine Spur 72.6 "	Lind's " 10.5 "		
	Anderson's " 15.0 "		

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).
 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 Building, St. Paul.
 DR. E. V. APPLEBY, 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).
 " 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. P. J. BJORNEBY, Lindstrom.
 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, Superior.
 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. GRAVES, Aitkin, Minn.
 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, 1st & 2d Dist., Duluth.

C. E. McMULLEN,
Chief Dispatcher, 3d Dist., St. Paul.

NORTHERN PACIFIC RY.

GENERAL TIME TABLE NO. 20A.

SEPT. 1, 1902.

No. 53	No. 13	No. 11	No. 7	No. 5	No. 3	No. 1	STATIONS	No. 2	No. 4	No. 6	No. 8	No. 12	No. 14	No. 54
No. 51 12.30 A					4.10 P	8.20 A	ASHLAND 75.5	7.00 P	11.00 A					No. 52 11.50 A
4.35 A					6.55 P	11.15 A	DULUTH 4.2	4.00 P	8.00 A					6.30 A
No. 53 5.25 P	7.30 P	8.40 A												No. 54 5.55 A
5.40 P	7.45 P	8.55 A												5.40 A
5.55 P														5.30 A
6.10 P														5.10 A
6.40 P														5.00 A
1.20 A	11.55 P	12.35 P		No. 5 1.05 P										9.35 P
2.00 A	12.05 A	12.45 P		1.25 P						No. 6 1.05 P				8.55 P
				* 2.15 P						12.45 P				
4.15 A	1.00 A			2.20 P						* 11.55 A				7.30 P
8.00 P				8.45 A	10.35 P	9.30 A	ST. PAUL 10.9	5.20 P	2.15 P	6.05 P	7.25 A			8.30 P
				9.15 A			MINNEAPOLIS 3.8	4.47 P	1.43 P	5.27 P	6.50 A			
11.00 P				9.30 A	11.10 P	10.02 A	NTOWN JG. 98.5	4.32 P	1.28 P	5.10 P	6.35 A			6.45 P
				12.05 P	1.58 A	12.53 P	LITTLE FLS 34.1	2.00 P	10.20 A	2.05 P	3.18 A			
4.50 A					2.58 A	4.30 P	STAPLES 82.6	1.09 P	9.20 A	* 11.55 A	2.05 A			1.30 P
5.15 A				* 2.15 P	3.05 A	4.40 P	WINNIPEG JG. 95.7	1.02 P	9.10 A	11.50 A	1.50 A			12.30 P
7.25 A				2.20 P			GRD FORKS 93.9				2.05 A			10.15 A
8.45 A							PENBINA 68.1				2.05 A			7.30 A
2.05 P							WINNIPEG (From 6:15 P)				2.05 A			1.12 A
3.25 P							FARGO 92.8				2.05 A			6.30 P
11.15 P							JAMESTOWN 106.7				2.05 A			8.55 A
5.00 A							MANDAN 109.5				2.00 P			8.35 A
							DICKINSON 106.3				2.00 P			6.25 A
							GLENDIVE 123.7				2.00 P			11.10 P
							FORSTHE 102.1				2.00 P			10.35 P
							BILLINGS 115.4				2.00 P			8.35 A
							LIVINGSTON 49.3				2.00 P			9.00 P
							LOGAN 73.8				2.00 P			2.00 P
							HELENA 50.8 (Barbans)				2.00 P			12.50 A
							BUTTE 51.2 (The Barbans)				2.00 P			1.55 A
							ANACONDA				2.00 P			12.45 A
							GARRISON 74.0				2.00 P			12.50 A
							MISSOULA 173.0				2.00 P			8.35 A
							HOPE 85.1				2.00 P			11.10 P
							SPOKANE 145.7				2.00 P			9.55 P
							PASCO JG. 126.8				2.00 P			5.00 P
							ELLENSBURG 126.1 (The Barbans)				2.00 P			2.45 P
							SEATTLE 142 (Fr. Htz.)				2.00 P			5.35 A
							TACOMA 144.3				2.00 P			3.45 A
							PORTLAND				2.00 P			3.45 A
											2.00 P			5.30 P
											2.00 P			8.30 P

Nos. 3 and 4 Ashland to Duluth, and 5 and 6 St. Paul to Fargo, daily except Sunday, all others daily.

* Continued.