

NORTHERN PACIFIC RAILWAY COMPANY

LAKE SUPERIOR DIVISION

TIME 24-A TABLE

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

SUNDAY, MAY 29th, 1904

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. 21A May 29th, 1904 Succeeding No. 24	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	DAILY	DAILY	W C			Tel. Offices and Calls			DAILY	DAILY	DAILY	EX. SUNDAY
De 7.00 A M	De 12.30 A M	De 4.25 P M	De 8.20 A M	T	0	0.0	Ashland	75.5	300	Ar 7.00 P M	Ar 11.00 A M	Ar 5.30 A M	Ar 3.30 P M
7.18	12.41	4.34	8.29		5	4.5	C. St. P. M. & O. June.	71.0		6.48	10.48	5.05	3.05
7.40	12.57	F 4.43	F 8.42		10	10.1	Moquah	65.4	30	F 6.36	10.36	4.40	2.42
8.00	1.15	F 4.54	F 8.53	W	16	16.2	Ino	59.3	39	F 6.24	10.23	4.10	2.20
		F	F		19	18.2	Spider	57.3	Spur	F	F		
8.30	1.32	F 5.08	F 9.10		24	23.6	Topside	51.9	39	F 6.08	10.06	3.30	1.50
Ar 8.50 P M	2.00	5.19	9.20 P M	Y	28	28.3	Iron River	47.2	100	5.59	9.56 M 55	3.10	De 1.30
De 10.15 M 4	2.17	F 5.29	F 9.30	W	32	32.3	Muskeg	43.2	37	F 5.49	F 9.46	2.50	Ar 12.45
10.32	2.17	F 5.29	F 9.30		32	32.3	Muskeg	43.2	37	F 5.49	F 9.46	2.50	12.25
10.43	2.26	F 5.34	F 9.34		35	34.9	Pearson	40.6	15	F 5.42	F 9.40	2.37	12.05 P M
10.50	2.32 M 52	5.39 M 2	9.37 M 4		36	36.2	Brule	39.3	59	5.39 M 3	9.37 M 1	2.32 M 51	11.55 A M
11.25 M 56	2.55	5.50	9.48		41	41.2	Blueberry	34.3	37	5.29	9.24	2.08	11.25 M 55
11.38	3.06	5.57	9.53		44	43.9	Maple	31.6	22	5.22	9.18	1.55	11.05
11.45	3.12	F 6.01	F 9.57		45	45.4	Wiehe	30.1	35	F 5.16	F 9.13	1.50	10.50
11.55 A M	3.23	6.07	10.02	W	48	48.0	Poplar	27.5	30	5.09	9.07	1.37	10.25
12.05 P M	3.30	F 6.12	F 10.07 M 56		50	50.1	Wentworth	25.4	32	F 5.01	F 8.59	1.28	De 10.07
					53	53.3	Amnicon	22.2					Ar 10.02 M 1
12.32	3.49	F 6.22	F 10.20		57	56.5	Cutter	19.0	36	F 4.49	F 8.48	12.57	9.30
					61	61.3	Allouez	14.2	81				
Ar 1.00	4.10	* 6.34	* 10.35	W C	63	62.9	Nettleton Ave.	12.6	500	* 4.36	* 8.36 P 56	12.30	De 9.00
De 1.20	4.12	6.36	10.37	S Y	63 1/2	63.3	Nettleton Ave.	12.2	39	4.35	8.35	12.28	Ar 8.30 4 P
1.22	4.12	6.36	10.37	Y	63 1/2	63.3	Nettleton Ave.	12.2	39	4.35	8.35	12.28	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.	8.3	800	De 4.25 P M	De 8.25 A M	De 12.05 A M	De 8.10 A M
				AJ			8.3						

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 TY	WB 71	75.5	Duluth	0.0	De 4.00 P M	De 8.00 A M	De 11.00 P M	De 7.00 A M
EX. SUNDAY	DAILY	DAILY	DAILY						DAILY	DAILY	DAILY	EX. SUNDAY
(8.00)	(5.00)	(2.45)	(2.55)						(3.00)	(3.00)	(6.30)	(8.30)
9.3	15.1	27.4	25.3						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., 1500 feet west of mile post 39, between Blueberry and Brule, 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, 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 Nettleton Ave., Superior, and will not proceed until it is known that the bridge is properly closed and secured.

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.

First Dist. No. 2 will wait at Central Ave., Superior, for Second Dist. No. 12.

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

No. 4 will take Siding for No. 1.

WASHBURN BRANCH.

West Bound.

East Bound.

MIXED No. 573	Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Washburn	TIME TABLE No. 21A May 29th, 1904 Succeeding No. 24	Distance from Iron River	Capacity of Side Tracks	MIXED No. 574
Second Class				STATIONS			Second Class
EX. SUNDAY				Tel. Offices and Calls			EX. SUNDAY
De 3.00 P M	W C	WD 34	0.0	Washburn	34.0	500	Ar 12.30 P M
F 3.11		WD 31	3.5	Engoe	30.5		F 12.18
3.26		WD 25	8.7	Grand Crossing	25.3		12.03 P M
F 3.30		WD 24	10.0	Enderline	24.0	28	F 11.59 A M
F 3.42		WD 20	14.2	Head Quarters	19.8	Spur 20	F 11.47
3.46		WD 19	15.5	Sealy	18.5		11.41
4.02	W	WD 14	20.0	Lenawee	14.0	45	11.24
F 4.17		WD 10	24.0	Coda	10.0	30	F 11.09
4.25		WD 8	25.9	Slow Bridge	8.1	Spur	11.02
4.42	Y	WD 4	29.8	Bena	4.2	39	10.46
Ar 5.00 P M	W Y	WD 28	34.0	Iron River	0.0	49	De 10.30 A M
EX. SUNDAY							EX. SUNDAY

(2.00)Time over District..... (2.00)
17.0Average Speed per Hour..... 17.0

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, 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.

The name of Greenwood has been changed to Coda.

The name of Benton has been changed to Lenawee.

Washburn branch trains will wait at Iron River for connections.

West Bound.

SECOND DISTRICT.

East Bound.

WAY FREIGHT No. 59	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	PASSENGER No. 5	Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Duluth	TIME TABLE No. 24A May 29th, 1904 Succeeding No. 24	Distance from Staples	Capacity of Side Tracks	PASSENGER No. 6	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. 60
Third Class EX. SUNDAY	Third Class EX. SUNDAY	Sec'd Class DAILY	First Class DAILY	First Class DAILY	First Class DAILY	First Class DAILY	First Class EX. SUNDAY		WCS W B TY	0.0	STATIONS Tel. Offices and Calls	147.5		First Class EX. SUNDAY	First Class DAILY	First Class DAILY	First Class DAILY	First Class DAILY	Third Class DAILY	Third Class EX. SUNDAY	Third Class 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 8.40 A M			W B	71	Duluth 8.3				Ar 4.55 P M	Ar 7.55 A M	Ar 7.00 P M	Ar 6.30 A M		Ar 6.00 P M	

SEE DULUTH AND SUPERIOR SHORT LINE TIME TABLE.

	De 5.00 A M	De 8.15 P M	De 11.45 P M	De 2.29 P M	De 7.55 P M	De 9.05 A M			W Y	67	Central Ave., Superior 2.4	139.2	800		Ar 4.23 P M	Ar 7.30 A M	Ar 6.23 P M	Ar 5.45 A M		Ar 4.50 P M		
	5.08	8.22	* 11.51 P M	* 2.34	F 8.01	F 9.10				69 1/2	Pokegama Jct. 3.9	136.8	93		F 4.17	F 7.24	* 6.18	* 5.40		4.42		
	5.20	8.40	* 12.01 A M	* 2.39	F 8.10	F 9.17				73	St. Louis 0.7	132.9	35		F 4.09	F 7.15	* 6.12	* 5.32		4.28		
	5.25 M 106	8.44	* 12.03	* 2.40	F 8.12	F 9.18			W	74	Walbridge 3.2	132.2	50		F 4.07	F 7.13	* 6.11	* 5.30 M57		4.25		
	5.35	8.56	* 12.13	* 2.45	F 8.20	F 9.24				78 1/2	State Line 1.6	129.0			F 4.01	F 7.07	* 6.06	* 5.24		4.14		
	5.45	9.00	* 12.18	* 2.48	F 8.24	F 9.27				79	Barker 3.0	127.4	150		F 3.58	F 7.04	* 6.04	* 5.21		4.08		
	6.00	9.10	F 12.28	* 2.53	8.32	9.34				82	Wrenshall 4.1	124.4	83		3.53 P 58	6.58	* 6.00	F 5.14		De 3.58 Ar 3.48	12 P	
	Ar 6.30 De 7.30	M14	9.25	Ar 12.38 DAILY	Ar 3.00 DAILY	P M M58	8.46		W Y S C	86	Carlton 5.1	120.3			3.43	6.50 M57	De 5.54 DAILY	De 5.05 DAILY	Ar 2.00 A M	De 3.20 Ar 2.30	M 103	
	7.50	9.45			F 8.58	F 10.01				91	Pine Grove 4.8	115.2	58		F 3.32	F 6.38				1.35	2.10	
	8.10	10.00			9.11	10.10			T	96	Sawyer 6.5	110.4	120		3.26	6.31				1.15	1.53	
	8.35	10.23			F 9.21	F 10.20				102	Corona 5.4	103.9	87		F 3.16	F 6.21				12.48	1.30	
	9.05	10.42			9.33	10.33			W	108	Cromwell 6.0	98.5	80		3.05	6.09				12.22 A M	1.10	
	9.32	11.03			F 9.45	F 10.43				114	Wright 6.1	92.5	70		F 2.54	F 5.58				11.55 P M	12.50	
	10.02	11.25 M54			F 9.57	F 10.54				120	Tamarack 4.9	86.4	80		F 2.44	F 5.47				De 11.25 Ar 11.20	M53	
	10.25	11.40			F 10.06	F 11.02				125	Grayling 4.2	81.5	80		F 2.35	F 5.37				10.55	12.10 P M	
	Ar 10.45 De 11.35	11 P M M58	Ar 11.55 De 12.10	P M A M	10.15 M54	11.10 P 57			WC	129	McGregor 4.8	77.3	190		2.28	5.29				De 10.30 Ar 10.10	M13	
	11.55 A M	12.25			F 10.25	F 11.19 M58				133	Portage 4.1	72.5	80		F 2.20	F 5.20				9.40	De 11.19 Ar 11.14	M11
	12.08 P M	12.38			10.34	11.27				138	Kimberly 5.8	68.4	58		2.13	5.13				9.20	10.53	
	12.30	12.57			F 10.46	F 11.37				144	Rosburg 6.1	62.6	85		F 2.03	F 5.03				8.55	10.30	
	Ar 12.50 De 1.53	M12	1.15		10.58	11.49			W	150	Aitkin 4.7	56.5	271		1.53 M57	4.48				8.25	De 10.00 Ar 8.50	
	2.10	1.30			F 11.08	F 11.58 A M				155	Cedar Lake 5.7	51.8	85		F 1.43	F 4.38				8.00	8.30	
	2.35	1.48			11.21	12.09 P M				160	Deerwood 4.5	46.1	110		1.35	4.30				7.35	8.10	
	2.50	2.01			F 11.30	F 12.17			W	165	Klondyke 5.0	41.6	87		F 1.29	F 4.23				7.15	7.50	
	3.10	2.17			F 11.40	F 12.24				170	Jonesville 7.2	36.6	85		F 1.22	F 4.16				6.47	7.30	

De 6.30 P 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 12.35 P M DAILY	De 1.25 P M	WCS TY	177	118.1	Brainerd 4.4	29.4		Ar 12.45 P M	De 1.10 P M DAILY	De 4.05 Ar 3.55			De 6.10 Ar 5.30	De 7.00 A M EX. SUNDAY	Ar 9.10 A M
6.46		Ar 3.42 De 3.47	M14		F 12.13	F 1.33			181	122.5	Baxter 5.8	25.0	114	F 12.37		F 3.47 M53			5.15		8.57
7.07		4.10			F 12.24	F 1.42			187	128.3	Sylvan 3.3	19.2	78	F 12.28		F 3.37			5.00		8.40
7.20		4.25			F 12.31	F 1.48			191	131.6	Pillager 5.0	15.9	117	F 12.23		F 3.31			4.49		8.30
7.36		4.45			F 12.40	F 1.57			196	136.6	Wheelock 3.7	10.9	72	F 12.15		F 3.23			4.34		8.13
7.53		5.00			12.47	2.03	W		199	140.3	Motley 4.2	7.2	205	12.08		3.17			4.23		8.00
8.12		5.15			F 12.55	F 2.10			203	144.5	Hayden 3.0	3.0	118	F 12.01 P M		F 3.10			4.10		7.40
Ar 8.30 P M		Ar 5.30 A M			Ar 1.00 A M	Ar 2.15 P M	WCS STY		207	147.5	Staples	0.0		De 11.55 A M		De 3.05 A M			De 4.00 P M		De 7.30 A M

(2.00)	(12.00)	(10.30)	(0.53)	(0.31)	(5.30)	(3.55)	(0.50)	Time over District.....					(0.50)	(3.45)	(4.50)	(0.29)	(0.40)	(10.00)	(11.00)	(1.40)
14.7	9.8	14.0	21.5	36.5	26.8	30.1	35.3	Average Speed per Hour.....					35.3	31.4	30.5	39.1	28.3	12.0	10.7	17.6

Registering stations—Central Ave., Superior; Carlton, Brainerd and Staples.
 Standard Clocks—Duluth 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. 4, 7 and 8 of Minnesota Division.
 No. 12 will wait at Brainerd for No. 6 and for No. 5 of St. Paul Division.
 No. 11 will wait at Carlton for branch No. 471 and third district No. 101.

Double track switch at Walbridge will be kept set and locked for west bound track.
 Double track switch at State Line is handled from tower, and will be kept set for east bound track when not in use.
 On Sundays a special, making regular stops of Nos. 5 and 6, will be run by train orders from Brainerd at 12.45 p. m., arriving at Staples 1.25 p. m.; returning from Staples at 2.35 p. m., or on arrival of St. Paul Division No. 1, arriving Brainerd 3.25 p. m., connecting there with No. 12.

West Bound.

THIRD DISTRICT.

Registering stations—White Bear, Wyoming, Rush City, Hinckley, Carlton, West Duluth, Rice's Point and 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.

All 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, Rutledge, Willow River and Barnum, and No. 103 at Barnum, Willow River and Harris.

On Saturdays No. 103 will stop on flag at Rutledge.

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

Nos. 147 and 148 lose right and class when 30 minutes or more late.

No. 148 is a "Back-up" and will not carry passengers.

No. 104 can be flagged at Bald Eagle and Forest Lake for passengers destined to points east of Wyoming.

No. 103 will stop at Forest Lake and Bald Eagle to let off passengers from points east of Wyoming.

Passengers and baggage for Wyoming and points west should be handled by No. 110 instead of 102.

Table with columns for train numbers (WAY FRT No. 175, 173, 171, 167, PASSENGER No. 135, 133, 131, 147, 111, 109, 107, 105, 103, 101), classes (Third Class, Second Class, First Class), and stations (Duluth, Rice's Point, 20th Avenue, D. M. & N. Jet., West Duluth, West Duluth Jet., 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 bottom section for average speeds.

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

Time Table No. 244 May 29th, 1904 Succeeding No. 244

THIRD DISTRICT.

East Bound.

W C YST	Station	Distance from Duluth	Time Table No. 24 May 29th, 1904 Succeeding No. 24	Distance from Minneapolis	Station Numbers	PASSENGER No. 102	PASSENGER No. 104	PASSENGER No. 106	PASSENGER No. 108	PASSENGER No. 110	PASSENGER No. 112	PASSENGER No. 148	PASSENGER No. 180	PASSENGER No. 182	PASSENGER No. 184	MIXED No. 168	FAST FR'T No. 172	WAY FR'T No. 174	WAY FR'T No. 176	FREIGHT No. 54
						First Class	First Class	First Class	First Class	First Class	First Class	First Class	First Class	First Class	First Class	First Class	First Class	Second Class	Second Class	Third Class
	Duluth	0.0		162.4	WB Ar	Ar	Ar	Ar					Ar	Ar	Ar	12.01 PM				
	Rice's Point	0.9		161.5	L 1	* 2.07	* 6.56	* 6.26					* 4.35 PM	10.30 AM	3.40 PM	11.56 AM				
	20th Avenue	1.3		161.1	L 2	2.06	* 6.55	6.25					* 4.32	10.27	* 3.37	*				
	D. M. & N. Jet.	1.9		160.5	L 02	* 2.04	* 6.54	* 6.23					* 4.31	10.26	* 3.36	11.55	Ar 5.20 AM		Ar 4.50 PM	Ar 3.40 AM
	West Duluth	4.2		158.2	L 04	1.57	6.49	6.15					4.30 PM	10.25 AM	3.35 PM	11.50	5.00		4.40	3.38
	West Duluth Jet.	4.9		157.5	L 5	1.53	6.46 PM	6.12 AM					De	De	De	*			4.20	3.30
	Smithville	35 7.9		154.5	L 8	F1.46										11.41	4.53		4.20	3.30
	Short Line Park	80 11.3		151.1	L 11	F1.36										11.37 AM	4.46		4.12	3.27
	Howell	64 16.2		146.2	L 16	F1.22										De			4.12	3.27
	Thomson	35 19.3		143.1	L 19	F1.13										EX SUNDAY	4.35		3.52	3.15
	Carlton	W C 20.6		141.8	86	1.11	Ar 5.53 PM	Ar 5.05 AM											4.20	3.00
	Otter Creek	66 26.8		135.6	L 26	12.59	* 5.45	* 4.49											3.58	2.33
	Atkinson	Spur 28.0		134.4	L 28	F	*	F											3.45	2.15
	Mahtowa	120 32.8		129.6	L 33	12.47	* 5.37	F4.33											3.40	2.10 AM
	Barnum	85 38.8		123.6	L 39	12.37	* 5.29	F4.18											3.16	1.37
	Moose Lake	W 91 43.4		119.0	L 43	12.28	* 5.23	F4.07												3.01
	Sturgeon Lake	170 49.3		113.1	L 49	12.17	* 5.15	F3.53												2.44
	Willow River	110 53.7		108.7	L 54	12.09	* 5.09	F3.42												2.25
	Rutledge	W 74 57.7		104.7	L 58	12.01	* 5.04	3.32												2.10
	Finlayson	70 62.7		99.7	L 62	11.53	* 4.56	F3.22												De 1.54 AM
	Groningen	Y 80 66.3		96.1	L 66	11.46	* 4.52	3.15												Ar 1.49 M103
	Friesland	110 71.0		91.4	L 71	11.37	* 4.45	F3.04												1.32
	Hinckley	W C 150 75.8		86.6	L 76	11.27	4.38	De 2.52 M105												2.10
	Mission Creek	10 79.0		83.4	L 79	11.18	* 4.33	F2.26												De 11.00 M101
	Beroun	65 82.8		79.6	L 83	11.10	* 4.27 M103	F2.20												Ar 10.55 M101
	Pine City	W 101 88.8		73.6	L 89	10.58	4.17	2.05 M171												1.32
	Rock Creek	81 93.6		68.8	L 94	10.47	* 4.08	F1.53												1.10
	Rush City	W Y 120 98.7		63.7	L 99	10.36	4.00 P174	1.41												12.55
	Harris	105 105.6		56.8	L 106	10.24	* 3.49	F1.23												12.38
	North Branch	W 200 110.7		51.7	L 111	10.14	3.42	F1.10												De 12.20 M171
	Stacy	85 118.6		43.8	L 119	10.00	* 3.31 M173	12.52 F												Ar 6.00 PM
	Wyoming	W Y 175 122.8		39.6	L 123	9.53	3.25	12.42	Ar 6.47 PM	10.13 AM	Ar 3.05 PM									De 12.05 AM
	Forest Lake	W 90 127.0		35.4	L 127	9.46	F3.16	12.31	10.05	2.57										5.45
	Hugo	90 135.4		27.0	L 135	9.35	* 3.05	12.10 AM	6.25	9.49	2.43									11.54 PM
	Bald Eagle	139.6		22.8	L 140	9.29	F2.57	11.59 PM	6.18	9.41	2.36									5.30
	White Bear	W C 500 140.6		21.8	L 141	9.27 AM	2.55 PM	11.55 PM	6.15 PM	9.38 AM	2.33 PM	7.05 AM M177								11.44
	St. Paul	W T 152.0		10.4	L 152	8.55 AM	De 2.25 PM	De 11.10 PM	De 5.40 PM	De 9.05 AM	De 2.00 PM	Ar 7.00 AM								10.18
	Minneapolis	162.4		0.0	L 160	8.15 AM	De 2.00 PM	De 10.30 PM	De 5.05 PM	De 8.30 AM	De 1.25 PM									11.12

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

Time over District.....	(4.43)	(3.12)	(5.28)	(0.32)	(0.35)	(0.32)	(0.05)	(0.05)	(0.05)	(0.05)	(0.24)	(8.30)	(7.50)	(8.50)	(1.30)
Average Speed per Hour.....	29.8	39.0	22.8	33.3	30.5	33.3	12.0	22.8	22.8	22.8	12.2	16.3	8.2	8.4	13.3

West Bound.

TAYLORS FALLS BRANCH.

East Bound.

West Bound.

GRANTSBURG 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. 24A May 29th, 1904 Succeeding No. 24		Distance from Wyoming	Capacity of Side Tracks	PASSENGER No. 103		PASSENGER No. 110		PASSENGER No. 112		MIXED No. 262	
Second Class		First Class		First Class		First Class					First Class				STATIONS		First Class		First Class		First Class	
EX. SUNDAY		SAT. & SUN.		DAILY		DAILY		W T		Tel. Offices & Calls		EX. SUNDAY		DAILY		SAT. & SUN.		EX. SUNDAY				
De	11.35 AM	De	4.10 PM	De	6.45 PM	De	6.35 AM			0.0	Taylor's Falls Yard	20.5	Ar	7.40 PM	Ar	11.10 AM	Ar	4.00 PM	Ar	4.40 PM		
	11.40		4.15		7.05		6.45		LF 21	0.5	Taylor's Falls	20.0	D	7.35	D	11.05	D	3.55	D	4.35		
	11.50 AM	F	4.23 PM	F	7.13		6.52		LF 17	3.5	Franconia	17.0		7.27		10.57		F	3.46	De	4.23 PM	
	12.01 PM		4.30		7.20		6.58		LF 14	6.5	Shafers	14.0	D	7.20	D	10.50	D	3.40		Ar	4.18	
	12.14		4.37		7.27		7.05		LF 10	9.8	Centre City	10.7		7.10		10.40		3.30				
	12.21		4.42		7.30		7.09		LF 9	11.5	Lindstrom	9.0	D	7.06	D	10.35	D	3.24				
	12.30		4.55		7.35		7.15		LF 6	14.0	Chisago City	6.5	D	7.01	D	10.30	D	3.18				
	12.55 PM	Ar	5.08 PM	Ar	7.50 PM	Ar	7.30 AM	W Y	L 123	20.5	Wyoming	0.0	D	6.47 PM	D	10.15 AM	D	3.05 PM	D	3.10 PM		
EX. SUNDAY		SAT. & SUN.		DAILY		EX. SUNDAY						EX. SUNDAY	DAILY	SAT. & SUN.	EX. SUNDAY							

(1.20) (0.58) (1.05) (0.55) Time over District..... (0.53) (0.55) (0.55) (1.30)
 15.4 21.2 19.0 22.3 Average Speed per Hour..... 23.2 22.3 22.3 13.6

Registering stations—Wyoming and Taylors Falls.

(0.56) Time over District..... (0.45)
 18.2 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. 24A May 29th, 1904 Succeeding No. 24		Distance from Superior	Capacity of Side Tracks	PASSENGER No. 104		PASSENGER No. 106	
First Class		First Class					STATIONS				First Class		First Class	
DAILY		DAILY		Tel. Offices & Calls		DAILY		DAILY						
De	11.24 PM	De	2.06 PM	W Y	L 5	0.0	West Duluth Jct.	3.4	See Third District	See Third District	Ar	6.46 PM	Ar	6.12 AM
Ar	11.35 PM	Ar	2.17 PM	Y	W B 67	3.4	Superior	0.0	De	6.34 PM	De	6.00 AM		

(0.11) (0.11) Time over District..... (0.12) (0.12)
 18.5 18.5 Average Speed per Hour..... 17.0 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 draw span 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.

West Bound. OLD LINE—FOND DU LAC BRANCH. East Bound.

MIXED No. 167		Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from West Duluth Jct.	Time Table No. 24A May 29th, 1904 Succeeding No. 24		Distance from Fond du Lac	Capacity of Side Tracks	MIXED No. 168	
Second Class					STATIONS				Second Class	
EX. SUNDAY		Tel. Offices & Calls		EX. SUNDAY						
De	9.30 AM	W Y	L 5	0.0	West Duluth Jct.	9.4	Ar	11.37 AM		
	9.40		LB 2	2.7	Spirit Lake	6.7	D	11.28		
	10.05		LB 5	6.5	New Duluth	2.9	D	11.12		
	10.15 AM		LB 8	9.4	Fond du Lac	0.0	D	11.00 AM		
EX. SUNDAY							EX. SUNDAY			

(0.45) Time over District..... (0.37)
 12.5 Average Speed per Hour..... 15.1

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.

West Bound.

CLOQUET BRANCH.

East Bound.

MIXED No. 479		MIXED No. 477		PASSENGER No. 475		PASSENGER No. 473		PASSENGER No. 471		Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Cloquet	Time Table No. 24A May 29th, 1904 Succeeding No. 24		Distance from Carlton	Capacity of Side Tracks	PASSENGER No. 472		PASSENGER No. 474		MIXED No. 476		MIXED No. 478		MIXED No. 480			
Second Class		Second Class		First Class		First Class		First Class					STATIONS				First Class		First Class		Second Class		Second Class		Second Class		Second Class	
EX. SUNDAY		EX. SUNDAY		EX. SUNDAY		EX. SUNDAY		EX. SUNDAY		Tel. Offices & Calls		EX. SUNDAY		EX. SUNDAY		EX. SUNDAY		EX. SUNDAY		EX. SUNDAY		EX. SUNDAY		EX. SUNDAY		EX. SUNDAY		
De	5.10 PM	De	12.00 M	De	6.45 PM	De	2.20 PM	De	9.15 AM	W S	LC 7	0.0	Cloquet	6.5	Ar	1.40 PM	Ar	6.25 PM	Ar	7.30 AM	Ar	10.35 AM	Ar	3.40 PM				
	5.20		12.10		6.53		2.28		9.23		LC 4	2.7	Scanlon	3.8	D	1.32	D	6.17	D	6.50	D	10.20	D	3.25				
	5.35 PM	Ar	12.25 PM	Ar	7.05 PM	Ar	2.40 PM	Ar	9.35 AM	W C S Y	86	6.5	Carlton	0.0	De	1.20 PM	De	6.05 PM	De	6.30 AM	De	10.00 AM	De	3.05 PM				
EX. SUNDAY		EX. SUNDAY		EX. SUNDAY		EX. SUNDAY		EX. SUNDAY					EX. SUNDAY	DAILY	EX. SUNDAY	DAILY	EX. SUNDAY	DAILY	EX. SUNDAY	DAILY	EX. SUNDAY	DAILY	EX. SUNDAY	DAILY	EX. SUNDAY	DAILY	EX. SUNDAY	DAILY

(0.25) (0.25) (0.20) (0.20) (0.20) Time over District..... (0.20) (0.20) (1.00) (0.35) (0.35)
 15.6 15.6 19.5 19.5 19.5 Average Speed per Hour..... 19.5 19.5 6.5 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.
 No. 479 has right over No. 474.

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. 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. 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 house track at Stacy ;
 West end loading spur, Mission Creek ;
 West end loading spur, Friesland ;
 West end of Sauntry-Cain spur ;
 East end of siding at Howell ;
 East end of quarry track, Miller Branch ;
 East end Ironton steel plant track ;
 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.

COMMERCIAL SPURS.

MAIN LINE-First Dist.	MAIN LINE-Third Dist.	TAYLORS FALLS BRANCH.
Distance from Ashland.	Distance from Duluth.	Distance from Wyoming.
Angus Spur 24.3 Miles	Sauntry & Cain's 27.5 Miles	Anderson's Wood Spur 8.6 Miles
Bell's Spur 40.0 "	Fox & Wisdom's Mill 44.4 "	
	Brick Yard Spur 100.7 "	
	Garen 130.7 "	
MAIN LINE-Second Dist.	GRANTSBURG BRANCH.	QUARRY BRANCH.
Distance from Duluth.	Distance From Rush City.	Distance from Groningen.
Clear Creek 21.8 Miles	Rungren's Spur 8.0 Miles	Government Road Siding 3.0 Miles
Grass Twine Spur 72.6 "	Lind's 10.5 "	Quarry 6.0 "
	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).
 Brainerd Shops (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 Bldg., 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).

St. Paul 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. 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. (s).
 DR. A. E. JOHNSON, Cloquet.
 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.
 DR. C. E. LUM, Oculist and Aurist, 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. C. GRAVES, Aitkin, Minn. (s).
 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.

C. E. McMULLIN,
Train Master.

F. E. POTTER,
Chief Dispatcher.

Duluth, Minn., August 12, 1904.

ECB-1

Handwritten: Note from [unclear] 8/15/04

Mr. V. L. Bean,
Asst. Supt.
Mr. C. E. McMullin,
Trainmaster.
Mr. F. E. Potter,
Chief Dispatcher.
Mr. J. E. Goodman,
Master Mechanic.

Gentlemen:

On account of decrease in business it has been decided
to run but one freight train in one direction each day during the
week on the First District.

Commencing next Tuesday, August 16th, and until further
notice, Train 55 should be annulled out of Ashland on Mondays,
Wednesdays and Fridays, and Train 56 annulled out of Duluth on
Tuesdays, Thursdays and Saturdays, allowing Train 55 to run from
Ashland on Tuesdays, Thursdays and Saturdays, and No. 56 from Duluth
on Mondays, Wednesdays and Fridays.

Mr. Bean will please see that the yard has proper notice.
Mr. McMullin will arrange for train crews; Mr. Potter will arrange
necessary annulments of trains; and Mr. Goodman will arrange necessary
engine service.

Yours truly,

E.K.
I.B.R.
H.E.S.
T.S.B.

Handwritten signature: [unclear]

Superintendent.